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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MAY 2ND, 1931, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	No. 10 A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 Noon	No. 16 P.M.	No. 22 P.M.	No. 18 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
			O					E				
Kowloon ....Dep.	6.40	8.05	8.28	9.15	10.10	12.00	1.18	2.35	4.02	4.41	5.35	7.40
Yaumati ....Dep.	6.48	...	...	9.24	10.24	12.09	1.26	...	...	4.49	5.43	7.48
Shatin ....Dep.	7.00	...	...	9.37	10.36	12.20	1.38	...	...	5.02	5.55	8.00
Taipo ....Dep.	7.14	...	...	9.52	10.50	12.33	1.51	...	...	5.15	6.08	8.13
Taipo Market ....Dep.	7.19	...	...	9.57	10.54	12.37	1.55	...	...	5.19	6.12	8.17
Fanling ....Dep.	7.30	...	...	10.09	11.04	12.47	2.05	...	...	5.29	6.22	8.27
Sheungshui ....Dep.	7.35	...	9.05	10.14	11.09	12.52	2.10	3.14	...	5.34	6.27	8.32
Shumchun ....Arr	7.41	8.44	9.11	10.20	11.15	12.58	2.16	3.20	4.40	5.40	6.33	8.38
Canton ....Arr.	...	11.32	...	5.40	...	...	..	...	7.28	...	...	...

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 5 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 13 P.M.	No. 25 P.M.
										*
Canton ....Dep.	...	...	...	7.50	...	...	...	...	4.15	...
Shumchun....Dep.	7.17	8.03	9.55	10.34	11.38	2.35	4.23	6.10	7.01	7.11
Sheungshui ....Dep.	7.24	8.10	10.03	...	11.45	2.42	4.30	6.17	...	7.18
Fanling ....Dep.	7.29	8.14	10.08	...	11.50	2.46	4.35	6.22	...	...
Taipo Market....Dep.	7.40	8.25	10.18	...	12.01	2.56	4.45	6.32	...	...
Taipo ....Dep.	7.45	8.30	10.22	...	12.06	3.02	4.49	6.36	...	...
Shatin ....Dep.	7.58	8.43	10.36	...	12.20	3.15	5.02	6.49	...	...
Yaumati ....Dep.	8.11	8.55	10.48	..	12.32	3.27	5.14	7.01	...	...
Kowloon ....Arr.	8.17	9.01	10.54	11.12	12.38	3.33	5.20	7.07	7.30	7.54

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DIARY OF LOCAL EVENTS.

To-day.

(May 6.)

Beginning of Summer (*Li-hsia*).
Ascension of King George V. (1910).

Hong Kong Cricket Club, Exhibition Tennis, E. D. Andrews, 4.30 p.m.

Football:—Division I.: Champions (South China) *v.* The Rest, Club ground, 5.15 p.m.

Queen's Theatre: "New Moon."

World Theatre: "24 Heroes" (Chinese film).

Central Theatre: "Ladies Love Brutes."

King's Theatre: "Playboy of Paris."

Majestic Theatre: "The Shannons of Broadway."

Lee Theatre: "The Cruise of the Jasper B."

Mei Lan Fong at Ko Shing Theatre, 8 p.m.

Dances: Tea Dance, H.K. Hotel. Dinner Dances at Peninsula and Repulse Bay Hotels.

European Mail.—Inward: Europe *via* Siberia (Kiddcmpore).

Thursday.

(May 7.)

Hong Kong Cricket Club, Exhibition Tennis: E. D. Andrews, 4.30 p.m.

New Wing of European Y.M.C.A. to be opened by H.E. the Governor, 5.30 p.m.

Queen's Theatre: "New Moon."

World Theatre: "The Mysterious Rider."

Central Theatre: "Ladies Love Brutes."

King's Theatre: "The Playboy of Paris."

Mei Lan Fong at Ko Shing Theatre, 8 p.m.

Jumble Sale, Union Church, Kennedy Road.

Dances: Tea Dance at Hong Kong Hotel; Dinner Dances, Hong Kong Hotel and Peninsula Hotel.

European Mail.—Inward: Europe *via* Suez (Kashmir); Outward: Europe *via* Siberia (Empress of Russia), 10 a.m.

Friday.

(May 8.)

Caer Clark Cup (Hockey) Competition: Winners (H.K.L.H.C.) *v.* The Rest, King's Park, 5.15 p.m. and presentation of prizes.

Queen's Theatre: "New Moon."

World Theatre: "The Mysterious Rider."

Dances: Tea Dance, H.K. Hotel. Dinner Dances, Hong Kong Hotel, Peninsula Hotel, and Hotel Cecil.

MAGICIAN AND MEDIUM

DIVERTING STORY OF MME. BLAVATSKY.

THE FOUNDATIONS OF THEOSOPHY.

THE MYSTERIOUS MADAME. A Life of Madame Blavatsky. By C. E. Bechhofer Roberts. John Lane. 7s. 6d. net.

Helena Petrovna Blavatsky, founder of the Theosophical Society, had an amazing career, which has already become a legend.

She had the temperament of a Russian, no doubt inherited from her mother, Helena Fadeev, for her father, Captain Peter Hahn, although in the service of the Tsar, was German by descent. She was born at Ekaterinoslav in the year 1831, was married, at the age of 17, to a General Blavatsky, a man much her senior, ran away from his house with an English sea captain three or four months after, and for the next twenty-five years wandered over the world—as a bare-back rider in a circus, as the mistress of an opera singer from the Balkans, as a music-teacher, and in many other capacities, including a *liaison* with Baron Nicholas Meyendorff (by whom, as she assured him, she had a son), and a visit to America with an Englishman. In these circumstances, it is, perhaps, a little difficult to believe that she remained the innocent state of virginity to the end of her days.

It appears that after the Civil War, when she happened to be in America, there was (as is customary after wars) a "wave" of spiritualism, on the crest of which swam the Davenports and "Colonel" Olcott, the former as mediums, the latter as journalist reporting the results. In to these activities H. P. B. threw herself with such enthusiasm that she was at once promoted to the centre of the movement. As for Olcott, who became her devoted adherent, she boasted she had "so psychologised him that he did not know his head from his heels."

Unhappy Experiment.

The materialistic relations between Colonel Olcott and Madame Blavatsky would be rather difficult to define; but it is certain that the latter found time in America for an unhappy experiment in bigamy, and that when America became "wise" to Spiritualism the two partners resolved to try their fortunes in India. To that end they established relations between their Theosophical Society and the Arya Samaj, a Hindu Society recently launched upon its national career. They were received with open arms by the Hindus of Bombay (in 1879), but were rather dashed to be presented with a bill for all the costs of the reception, including the hire of chairs and the cost of a cable of welcome.

They would have been in desperate straits but for the patronage of Mr. A. P. Sinnett, then editor of the *Pioneer*, who introduced them to various influential people, and in return Madame Blavatsky introduced Mr. Sinnett to the "Masters." She also introduced him (and the elite of Indian society) to a series of marvels so audacious that the chief marvel is how she got them "across." In this she was greatly assisted by an old friend, whom she had met in Cairo—a certain Madame Coulomb, who had arrived in India with M. Coulomb (a Frenchman and a carpenter). These good people, not feeling themselves sufficiently rewarded for their pains, gave the show away very badly.

In a Madras Missionary paper (the *Christian College Monthly*) they published a series of articles, as well as letters of H.P.B., and other documents, all going to show how the tricks were done, as, for example, by a head cut out of cardboard and painted, by a secret opening into the shrine at Adyar, through which messages, etc., could be smuggled, and by telegrams sent by collusion as thus for example:

How It Was Done.

"Jacob Sassoon, the happy proprietor of a crore of rupees, with whose family I dined last night, is anxious to become a Theosophist. He is ready to give 10,000 rupees to buy and repair the headquarters, he said to Olcott, if only he saw a little phenomenon" (and then follow explicit directions about the despatch of a telegram from "Ramalinga Deb," one of the "Masters," timed to arrive while she was conversing with Sassoon).

These revelations rather damped the enthusiasm of European India for the cult, but the Hindu has a more tolerant mind, and was favourably impressed by Olcott's Republican scorn of the British Raj as well as by Madame Blavatsky's hatred of missionaries and Christianity. Moreover, by this time H. P. B. had found wealthy and enthusiastic patrons in London, where she ended her days in ease and comfort, a triumphant vindication of the Napoleonic maxim, "Toujours l'audace!"

Mr. Roberts has dealt faithfully but not uncharitably with Mme. Blavatsky, and the result is a book so illuminating (and amusing) that we hope he will be encouraged to write a sequel—a no less admiring biography of H. P. B.'s successor, Annie Besant.

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Roast Potatoes. Boiled Potatoes
Green Peas
Mixed Fruit Jelly
Fruit
Tea or Coffee

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AIRWAYS AND AVIATION.

FUTURE OF THE R.100.

EXPERTS OPPOSED TO SCRAPPING.

There is considerable speculation in aeronautical circles as to the fate of R.100.

Mr. Montague (Under-Secretary for Air) said, in the House of Commons, that until the report on R.101 has been carefully considered, no decision will be made in regard to R.100.

There is a general belief, however, that the airship will not be dismantled. It is possible that she will be recommended for future experiments.

Major Nixon and other officers from Cardington have visited the Air Ministry.

"The whole future of British airship construction is under review," said an official at the Air Ministry.

"Further Experiments."

Professor L. Bairstow, the technician and expert witness before the Commission of Inquiry into the loss of the R.101, said:

"Nothing has come out of the report which justifies the opinion that airship development should not continue. There is no reason why further experiments should not be made with R.100, but the question of a commercial service by airship is one for the future rather than the present."

Air Vice-Marshal H. C. T. Dowding (Air Member of the Council for Supply and Research) said:

"The whole future of airship development will now be considered by the Air Council. Policy concerning airships in general and R.100 in particular will be determined, and the Air Council will then submit a report to the Cabinet."

Inquiries at Cardington showed there are 220 men at the station. R.100 has not been brought out of her shed for flying for over six months and the mooring mast has not been used since R.101 went on her ill-fated voyage.

NOVEL RESEARCH AEROPLANES.

DETERMINING PRESSURE ON THE WINGS.

Two monoplanes designed and constructed in such a way that the aero-dynamical forces operating on the wings can be measured in flight now form part of the equipment of the Directorate of Scientific Research of the Air Ministry.

These machines, the first of their kind, were designed and built to Air Ministry specification by Messrs. George Parnall & Co. at their aircraft factory at Yate, near Bristol.

The central feature of the design is that the wing bracing struts, certain wing members, and a main fuselage member constitute between them a parallelogram which may be considered as a kind of swinging cradle, allowing relative movement between the wings and the fuselage under the influence of the air forces on the wings.

This relative movement, however, is prevented by a member connecting the rear spars of the wings with the lever of a dynamometer situated centrally in the fuselage and slightly forward of the leading edge of the wings.

The load thus communicated to the dynamometer is due partly to the lift and partly to the drag of the wings. The load is indicated directly on the recording dial of the dynamometer. Two readings are need to obtain the figures necessary.

Another unusual feature of the aircraft is a hydraulic brake on the airscrew actuated by a lever in the pilot's cockpit. It is used to stop the airscrew from rotating and so to eliminate slipstream during gliding flight when observations are being made.

BRITISH FLYING NEWS.

SPRING BRINGS OUT THE AVIATORS.

LONDON, March 31, 1931.

Spring time, bringing lengthening days and ever a warmer sun, is a season of quickening aerial activity in Great Britain. Owner pilots and flying club members who have spent the winter months trying to get somewhere before dark, watching from the club windows the clouds sitting nearly on the "deck," or doing desperate deeds in involuntary "blind" flying through unexpected fog, are planning air holidays and race meetings that may perhaps be unhindered by the diversity of cloud, rain, fog, hail, and so forth which make flying in this country so interesting over a great part of the year.

Easter, being the first important public holiday of the year, naturally sees the beginning of the flying "season," marked by air meetings all over the land and the setting forth of many small planes on holiday tours of Britain and the adjoining countries on the continent of Europe. A few owner pilots go yet farther afield, confident in the ability of their light aeroplanes to carry them swiftly and without fuss even if it be to the ends of the world.

"Exploring" Yugo-Slavia.

An air tour spiced with the unusual is the "exploration" cruise, in a "Cutty Sark" twin-engined amphibious monoplane, of two members of the British House of Commons, Captain Balfour and Lord Lymington, who are hoping to return with a considerable amount of up-to-date information about flying prospects in Yugoslavia. Their monoplane, which is equipped with boat-hull and landing wheels for operation indifferently from land and water, will be piloted for them by Flight Lieutenant Pope, of the Royal Air Force.

Mails to Australia.

The first of two experimental return flights with mail between England and Australia is scheduled to begin from the London Air Station, Croydon, on Saturday, arriving at Port Darwin in the Northern Territory of Australia on April 19, fifteen days after departure. From Port Darwin aeroplanes belonging to "Qantas," one of the chief Australian air transport companies, will carry the mails on to Sydney, Melbourne and other important cities.

On April 27, eight days after the scheduled arrival time, the return journey will be begun from Port Darwin, the mails being timed to reach London on May 14. The second outward-bound mail is to leave London on April 25 and reach Port Darwin on May 10; the return journey on this second trip will begin on May 17 and is timed to reach London on May 31.

Air Taxis in the Balkan States.

Travel over a large area of the Balkan States will be much accelerated by the operation of an air-taxi service by "Aeroput," the Yugoslav air transport company. This enterprise, the first of its kind in Yugoslavia, is designed to afford high-speed travel not only within the borders of the country but also between Yugoslavian cities and important centres in other Balkan countries. Thus, travellers on the rail expresses which reach Belgrade from France and Germany in the morning will be able to travel on by air to such cities as Athens, accomplishing in five hours by air a journey occupying no less than thirty-six hours in the train.

(*Continued at foot of next column.*)

AIR-MAIL SPEED-UP.

ENGLAND-INDIA IN FIVE DAYS.

As a result of permanent agreements with Italy and Greece, which are about to be ratified, and the introduction of new and faster flying boats in the Mediterranean, Imperial Airways have arranged to speed-up both their England-India, and the newly opened Central-African air-mail services.

Beginning on May 16, it is hoped that the present route across Central Europe will be discontinued, and passengers and mail will instead travel *viâ* Switzerland, Italy and Greece, to Egypt.

A triple-screw Armstrong-Siddeley air-liner carrying the combined India-Africa air-mail, will leave London each Saturday, from that date, for Basle where passengers and mails will be transferred to a new night-train to Genoa. Here they will be placed on board one of the new four-engined Short flying-boats for the flight across the Mediterranean, and will reach Corfu *viâ* Naples on the evening of the second day, and Alexandria (Egypt) *viâ* Athens, at 2.30 p.m. Greenwich Time on the following day, only 2 days 7 hours after leaving London.

After a short train journey to Cairo, which is the junction of the Indian and Africa air routes, the Indian air mail will travel by landplane *viâ* Baghdad and the Persian Gulf to Karachi and Delhi. A speed-up is also to be made on this section by the introduction of partial night-flying, and passengers and mails will arrive at Karachi 5 days 2 hours 35 minutes after leaving London. The African mail will travel from Cairo by air-liner and flying-boat, *viâ* Khartoum, to Central Africa, Kenya Colony, being reached from England in a few hours over 6 days.

The incoming Empire air-mails will, beginning on May 18, leave Delhi (India) each Monday, and Mwanza (Tanganyika Territory) each Sunday. These two air-mails will join at Cairo and will reach London on the following Sunday.

New all-metal Short flying-boats, with hulls of stainless steel, and each driven by 4 Bristol Jupiter engines totalling 2,000 horse-power, have been specially built for the Mediterranean section of this route, and will be put into commission in the Mediterranean during May. These new flying-ships are larger than any yet in use on regular air routes, and will accommodate 17 passengers, in addition to 1½ tons of mail.

During the summer it is hoped to extend the Central African route through to Capetown, bringing the total length of Imperial Airways Empire air mail routes to 13,000 miles.

Another frequented route where the air taxi can save much time over the train is that between Belgrade and Bucharest, a journey made in twenty-three hours less time by air than by rail.

The new air taxi scheme will be inaugurated with a "Puss Moth" light cabin monoplane, similar in essentials to the machine owned privately by the Prince of Wales and flown by him recently in Argentina, which was flown from London to Belgrade a few days ago. Mr. Sondermayer, Director-General of "Aeroput," and the company's chief test pilot took delivery of the craft and flew in it back to Yugoslavia. A telegram received by the de Havilland Aircraft Company stated that the aeroplane covered the distance between Paris and Belgrade in an afternoon, and was to be put immediately into air taxi service.

AFTER THE GAME—

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2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Fried Chicken Slices with Preserved Greens.
5. Milk Gruel with Special Flavouring.
6. Steamed Rice Mixture.

Price: $1.50 per dinner per person.

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2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

Price:—$1.50 per dinner per person.

There is a special "a la carte" menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, awabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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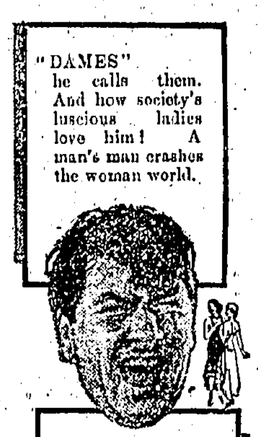

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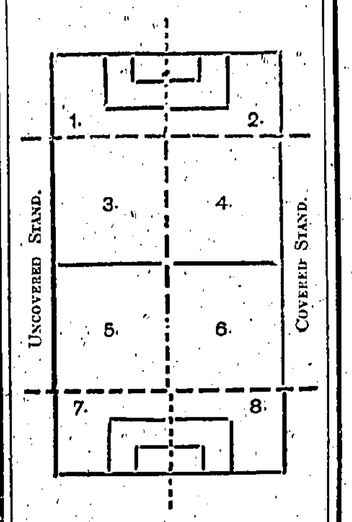
TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Weather report, local time.
1.30 p.m.—Rugby Press news, etc.
2 p.m.—Close down.
5 to 6.15 p.m.—Running commentary of the Football Match from the Hong Kong Football Club ground. South China Athletic Association (Champions of the League) *v.* Rest of the League. By kind permission of the Association and the Hong Kong Football Club.

Plan of Football Field.



HAVE THIS BEFORE YOU WHEN YOU LISTEN IN.

6.15 to 7 p.m.—Chinese programme.
7 to 10.30 p.m.—European programme of Victor and H.M.V. records, supplied by Messrs. S. Moutrie & Co.
7 to 7.35 p.m.—

Variety.

Orchestral — "Two Guitars" Black Eyes.—Victor Salon Orchestra.—20037.
Vocal Duet—"Only a Rose" Love Me To-night. — Winnie Melville and Derek Oldham.—B-2570.
Humorous Song—"Down Among the Sugar-Cane." — Johnny Marvin.—21959.
Vocal Duet—"I Get the Blues When It Rains."—Johnny Marvin and Ed. Smalle.
Piano Duet — "Ragamuffin. — "Dance of the Paper Dolls."—Victor Arden and Phil Ohman.—21929.
Chorus—"Was It a Dream."—Revellers.—21516.
Male Quartet — "Beautiful." — National Cavaliers.—21516.
8 p.m.—Local time, weather report, etc.
7.35 to 8.15 p.m.—

Chamber Music.

Violin Solo — "Andantino" (Lemare and Saenger).—Fritz Kreisler.—1165.
Violin Solo — "At Dawning" (Cadman and Rissland).—Fritz Kreisler.— 1165.
Violincello Solo—"Gavotte Tendre" (Hillemacher). — Pablo Casals.—1191.
Violincello Solo—"Menuet" (Debussy).—Pablo Casals.—1191.
Piano Solo—"Capriccio in F Minor" (Dohnanyi).—Vaodimir Horowitz.—1455.
Piano Solo—"Valse Oubliee" (Forgotten Waltz) (Liszt).—Vaodimir Horowitz.—1455.
String Simfonietta—"Burlesca" (Bossi). — The Philadelphia Chamber String Simfonietta.—4022.
String Simfonietta — "Heart Wounds" (Hjertesar) (Greig). —The Philadelphia Chamber String Simfonietta.—4022.
Piano Solo—"Soaring" (Schumann). — Wilhelm Bachaus.—1443.
Violin Solo—"Dance of the Maidens" (Friml-Kreisler). — Fritz Kreisler.—1233.
8.15 to 8.54 p.m.—

Orchestral.

"Bolero" (Ravel).—Boston Symphony Orch.—7251 and 7252.
"Gymnopedie" (Erik Satio).—Boston Symphony Orch.—7252.
"The Evolution of Dixie" (Lake). —Victor Concert Orch.—22045.
"Alcina Suite" (Handel).—Philharmonic Symphony Orch. of New York.—1435 and 1436.
8.54 to 9.30 p.m.—

A Concert.

Song—"Berceuse" (Cradle Song) —Snow Drop (Gretchaninoff).—Nina Koshetz (Soprano).
Song — "Dobrynia Nikititch" (Gretchaninoff).—Nina Koshetz (Soprano).—7111.
Song — "Richard of Taunton Deane" (arr. Molloy).—Stuart Robertson (Bass-Baritone). — 3068.
Song—"Widdicombe Fair" (arr. Jacob). — Stuart Robertson (Bass-Baritone).—3068.
Piano Solo—"Prelude in A Minor" (Debussy). — Isabelle Yalkovsky.—4115.
Piano Solo—"Alt-Wien" (Old Vienna) (Godowsky).—Isabelle Yalkovsky.—4115.
Song—"Annie Laurie" (William Douglass and Lady John Scott). Hulda Lashanska.—1226.
Song — "Long, Long Ago" (Thomas Haynes Bayly). — Hulda Lashanska.—1226.
Song — "The Floral Dance" (Moss).—Peter Dawson.—C1313.
Song—"The Lute Player" (Allitson).—Peter Dawson.—C1313.
Piano Solo—"La Campanella" (Paganini-Liszt)—Mischa Levitski.—D1489.
9.30 to 9.55 p.m.—
"Nutcracker Suite" (Tschaikowsky).—Philadelphia Symphony Orch., directed by Leopold Stokowski.—M-3.
9.55 to 10.30 p.m.—

Operatic.

"Dida—Temple Scene" (Verdi).—Ezio Pinza Metropolitan Opera Chorus.—8111.
"Carmen" — Selection (Bizet). — Creatore and His Band.—35841
"La Sonnambula—Could I Believe" (Bellini).—Toti Dal Monte (Soprano).—7109.
"Falstaff—From Secret Caves and Bowers" (Verdi).—Toti Dal (Soprano).—7109.
Elisir d'amore—A Furtive Tear." (Donizetti). — Enrico Caruso (Tenor).—6016.
"Rigoletto—Each Tear That Falls" (Verdi) — Enrico Caruso (Tenor).—6016.
10.20 p.m.—Close down.

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HONGKONG'S FINEST CINEMA

SHOWING TO-DAY
AT 2.30, 5.10, 7.15 & 9.30 P.M.

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PLAYBOY OF PARIS.

says MAURICE CHEVALIER
THE MOST POPULAR MAN ON THE SCREEN!
IN "Playboy of Paris"
A Paramount Picture

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THE SILVER SCREEN.

QUEEN'S THEATRE.

"NEW MOON."

Nearly a thousand extras were employed for spectacular scenes in "New Moon," pretentious co-starring vehicle for Lawrence Tibett and Grace Moore, which is the feature at the Queen's Theatre. The picture was adapted from the New York stage success which ran for more than a year at the Imperial Theatre.

Despite the oft-heard contention that large groups of extras are difficult to handle in a production with music, Jack Conway, the director, contrived to depict armies in battle; trained his cameras and microphones on hundreds of dancers in a huge palace ballroom and in particular outdid himself in a vivid scene in which Tibett rides and sings at the head of 250 cavalrymen who form a rousing male chorus.

Settings were equally elaborate. The most unusual is that of a complete Russian steamer, said to be one of the largest sets ever built at Metro-Goldwyn-Mayer. Another is a replica of an isolated fort in Turkestan, peopled by a regiment of soldiers. A siege and midnight attack were staged in and about this fort, constructed on a vast property on the outskirts of Culver City. Interiors of Russian villas and picturesque outdoor locations chosen to match the bleak topography of Turkestan were other interesting details.

The story is a romantic drama of love, adventure and intrigue with music woven in as integral details of the situations themselves. The original Sigmund Romberg songs from the stage production were retained, including the memorable "Lover Come Back to Me," and additional music by Herbert Stothart and others was interpolated.

Supporting Tibett and Miss More is an extensive cast headed by Adolphe Menjou, Roland Young, Gus Shy and Emily Fitzroy.

"PASSION FLOWER."

Kay Johnson and her younger sister who visited her during filming of "Passion Flower," Metro-Goldwyn-Mayer's adaptation of the Kathleen Norris novel, had a great deal of fun with Kay's friends during her Hollywood stay.

It seems that although the two sisters do not look alike, their voices are duplicates. Consequently the visitors found that Kay's friends would pour out all their troubles to her over the 'phone before realizing their mistake. Kay on the other hand received all the tumultous 'phone dates of her sister's boy friends!

William de Mille directed "Passion Flower," which will be shown to-morrow at the Queen's Theatre. In the cast with Miss Johnson are Charles Bickford, Kay Francis, Lewis Stone, Zasu Pitts, Winter Hall and Dickie Moore.

KING'S THEATRE.

"PLAYBOY OF PARIS."

A triple comedy treat has been prepared for moving picture patrons in Maurice Chevalier's "Playboy of Paris," which opens at the King's Theatre to-day. In addition to the joyous singing star of this fast and sparkling laugh and love romance, Eugene Palletto has an important fun-making *rôle*, and Stuart Erwin, the dumb Axel of "Sweetie," is in the cast.

Chevalier, Pallette and Erwin are cast as a trio of restaurateurs in "Playboy of Paris." Chevalier is a singing waiter with dreams of becoming a wealthy and heart breaking man-about-town. Palletto is the rotund chef, Erwin is Pallette's kitchen boy. They play for laughs in the kitchen, until a surprise legacy sets Chevalier up in the world, although a 20-year contract holds him to his job as waiter.

The comedy elements of "Playboy of Paris" are almost as strong on the feminine side as they are on the male. Dorothy Christy, the lively and irrepressible Ziegfeld beauty who inspired a lot of action in the stage productions of "Good News," "New Moon" and "Follow Thru," is cast as an aspiring gold digger. Cecil Cunningham, internationally famous comedienne, seen with Ruth Chatterton in "Anybody's Woman," is Chevalier's blond pursuer. The story of "Playboy of Paris" is set on the boulevards and in the *cafés* of Paris, where Chevalier, aided by his supporting cast, makes light-hearted flitting love to scores of Parisian beauties. He sings three new hits, reported to be as humable and catchy as "Sweeping the clouds away," "You brought a new kind of love to me," or "Louise."

MOVIELAND FEATURES FOR THE WEEK

QUEEN'S

FINAL SHOWINGS TO-DAY
AT 2.30, 5.10, 7.15 & 9.20.

— ADDED ATTRACTION —
LAUREL AND HARDY
in
"ANGORA LOVE"

—— TO-MORROW ——

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LISLE HOSE

Men's Ribbed Lisle Thread Golf Hose with Turnover Tops. White or Khaki.

$3.50 Pair.

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Men's Khaki Ribbed Cotton Golf Hose with Turnover Tops.

$3.00 Pair.

WOOL & COTTON HOSE

Men's Wool and Cotton Golf Hose. Ribbed Legs with Plain Turnover Tops. Cream Colour only.

$4.50 Pair.

RIBBED LISLE SOCKS

Men's White Mercerised Lisle Thread Ribbed Sox. Strong Wearing quality.

$1.95 Pair.

VIYELLA TENNIS SOCKS & GOLF HOSE

~~$3.25~~ to ~~$5.25~~ Pair.

MEN'S OUTFITTING DEPARTMENT.

WHITEAWAY, LAIDLAW & CO., LTD.

PUBLIC MONEY VOTES.

OVER $55,000 REQUIRED.

EFFECT OF LOW EXCHANGE.

At a meeting of the Finance Committee to-morrow, H.E. the Governor will present the following items of supplementary expenditure:—

ESTIMATES, 1930.

Six-wheel Motor	$4.00
Provision made in Estimates	$3,000
Provision made by Supplementary vote	2,666
	$5,666

The excess is due to the fall in the sterling value in the dollar between the date of assessing value and the actual payment.

The above is to be met from savings under Head 33, Defence "A."

Widows' and Orphans' Pensions	$7,255
Provision made in Estimates	$135,000
Provision made by Supplementary vote.	30,000
	$165,000

The vote was supplemented in December but the amount required was under-estimated. The excess is due to low exchange.

Civil Pensions.

Civil Pensions	$29,145
Provision made in Estimates	$535,000
Provision made by Supplementary vote.	75,000
	$610,000

This vote was supplemented in December but the amount required was under-estimated. The excess is due to low exchange.

Police Force:—Passages	$3,171
Provision made in Estimates	$130,000
Provision made by Supplementary vote	50,000
	$180,000

Owing to the lower rate of exchange the supplementary vote of $50,000 proves to be insufficient. A further vote of $3,171 is, therefore, requested to meet the expenditure to December, 1930.

The above is to be met from savings under Rent of Stations.

Expenses at Scotland Yard.

Police Force:—Incidental Expenses	$435
Provision made in Estimates	$5,000
Provision made by Supplementary vote	350
	$5,350

Owing to the unforeseen expenditure at Scotland Yard for Mr. C. G. Perdue a further vote of $435 is required to meet expenditure incurred.

The above to be met savings under Rations for Indian Police

Police Force and Fire Brigade items	$1,692
Provision made in Estimates	$167,018

The provision made in 1930 Estimates was based on a rate of exchange of $1=1s. 10d. The sums provided have, in consequence of the fall in exchange, become insufficient in cases dealing with sterling payments. A number of cases appear in the schedule, and a vote for $1,692 to cover the total excess concerned is requested.

Total:—$41,702.

ESTIMATES, 1931.

Public Works Extraordinary, Kowloon:—Additional 100 line telephone exchange switchboard for Kowloon	$500

Provision for this work was made in the 1930 Estimates for the sum of $5,000.

As the switchboard did not arrive in the Colony till the 19th of December, 1930, it was found impossible to complete the work in that year and only $3,600 was spent.

The sum of $500 is now asked for in order the complete the essential installation work, for which no provision was made in 1931 Estimates.

The above is to be met from savings under "Miscellaneous Works," Kowloon.

Traffic Light.

Police Force:—Traffic light	$1,386

To meet the cost of traffic signal light erected experimentally at the junction of Jackson Road and Des Vœux Road Central.

The experiment having proved a success it is now requested that a special supplementary vote to meet the cost—£70.0.0 at 1/0½=$1,386 be approved.

Public Works Extraordinary: Providing black earth and turfing to grounds at "Lysholt"	$1,407
Provision made in Estimates:	$10,000.

Part charges to provide a tennis court in the grounds of "Lysholt." The cost of the remaining portion of the work ($720) will be met from a Botanical and Forestry Department Vote.

(Continued at foot of next column.)

EXTRADITION CASE.

U.S. POLICE OFFICER IN COURT.

The case in which the police are seeking an order for the return of Mrs. Jeng She to the United States of America, where she is "wanted" for alleged embezzlement of $25,000 (Gold), again came up before Mr. W. Schofield yesterday when Mr. Somerset Fitzroy told the Court that the officer who has been sent over by the U.S. authorities had arrived and had brought with him certain State documents and a warrant, signed by the President of the United States, Mr. Herbert Hoover.

In the witness box, Mr. John J. Cannon said that he was an inspector of Police in San Francisco, California. He was at present staying at the Peninsula Hotel and he had with him the warrant and the documents mentioned by Mr. Fitzroy. All the documents with the exception of the warrant were signed in his presence, and he could say that the fugitive was the person mentioned in the warrant.

Mr. Fitzroy then put in the documents and asked for an order for the return of the fugitive to the United States.

Knew Her in America.

In answer to Mr. Loseby (who is for the fugitive), Insp. Cannon said that he knew the woman before he came to Hong Kong. She lived about a block and a half from his office and he had often seen her walking in the streets. She used also to go about in a Studebaker coupé. At this stage, Inspector Cannon said he wished to make it clear that he did not know the fugitive had committed the crime before he was told about it.

The case for the Crown then closed and Mr. Loseby said that he could not go on until he had read the documents put in by Mr. Fitzroy. He asked that he be allowed to see them before his client was taken back into custody and this was granted. Hearing was then adjourned until to-morrow, the fugitive being remanded in police custody for 48 hours.

CHINESE PAINTER ON DUTCH BOAT MISSING.

QUARTERMASTER DETAINED BY POLICE.

When the s.s. Tjikarang arrived in port yesterday afternoon, the master, Capt. P. Hopman, made a report to the police to the effect that about 6 a.m. yesterday when the vessel was about 60 miles from Hong Kong, Man Yuen, the ship's painter, was discovered missing. Almost simultaneously, it was found that the quartermaster, Lai Fook, who shared Man Yuen's cabin, had a fairly long scar on his right hand.

As a result of the latter discovery, further investigations were carried out when it was found that there were blood stains outside the cabin (near the porthole) of the two men. The quartermaster is now detained by the police who are carrying out further investigations.

Various items	$1,453
Provision made in Estimates:	$4,650.

The provision made in 1931 Estimates was based on a rate of exchange of $1=1s. 4d. The sums provided have, in consequence of the fall in exchange, become insufficient in cases dealing with sterling payments. A number of cases appear in the schedule, and a vote for $1,453 to cover the total excess concerned is requested.

Resumption of Land at Fanling.

Resumption at Fanling	$8,324

By an arrangement with the Royal Hong Kong Golf Club the Government resumed certain areas that were essential for the proper development of the course.

It was agreed between the Government and the Club that moneys expended by the Club on the acquisition of land either directly from the owners or through the Government should be refunded to the Club and that on the said lands being leased to the Club (together with the remainder of the Club's former holding) the Club should pay, by way of additional Crown rent, interest at the rate of 4½ per cent. per annum on the moneys so expended.

The amount required to be reimbursed to the Club is $8,324, which amount is now asked for, but against this sum the Government will receive as Revenue from the Club a sum of $1,527 owing for arrears of rent for areas occupied by, but not yet leased to the Club.

Office International D'Hygiene Publique, Paris	$505

This vote is requested to meet the contribution (£26.10.5 at 1/0½=$504.16) from this Colony towards the expenses of the "Office International D'Hygiene Publique, Paris" in respect of the year 1931. This grant will be required annually and provision will be made in Estimates for 1932.

Total:—$13,575.

SHANGHAI RACES.

MR. CLARK RIDES FOUR WINNERS.

YESTERDAY'S RESULTS.

From the result of yesterday's racing in Shanghai it will be seen that Mr. A. F. Clark rode no less than four winners. We are indebted to the Hong Kong Club for the following results:—

1.—The Yangtsze Cup: One Mile.

Mr. Day's Switzerland (Mr. Dallas) 1
Mr. Toeg's Alligator (Mr. Pote Hunt) 2
Mr. We Two's Mister Cinders (Mr. Maitland) 3

Time: 2 mins. 08.1 secs.

2.—The Hart Legacy Cup: Half Mile.

Mr. S. A. Judah's Great Triumph (Mr. Encarnacao) 1
Mr. Allan's Windmill Plane (Mr. McCann) 2
Mr. Toeg's Nith (Mr. Pote Hunt) 3

Time: 58 secs.

3.—The Racing Stakes: One Mile.

Mr. E.B.C.'s Pride (Mr. Parkin) 1
Mr. Day's Beautifulland (Mr. Dallas) 2
Messrs. D. F. Landale and F. A. Pollock's Auchencairn (Mr. Needa) 3

Time: 2 mins. 13 secs.

4.—The Rubicon Plate: 1¼ Miles.

Mr. Morn's Hazy Morn (Mr. Clark) 1
Mr. Lads' Crafty Lad (Mr. Encarnacao) 2
Mr. Fash's Joe Beckett (Mr. Bolton) 3

Time: 2 mins. 53.1 secs.

5.—The Dairy Scramble: Half Mile.

Mr. Dod's Cinchona Tree (Mr. Pollock) 1
Mr. Indian's Shawnee (Mr. E. McBain) 2
Mr. Jason's Downspur (Mr. Encarnacao) 3

Time: 1 min. 01 secs.

6.—The Chefoo Handicap "A" Class: 1¼ Miles.

Mr. A. N. Dallas' Royal Hussar (Mr. Dallas) 1
Mr. Sing Leo's Simba (Mr. Parkin) 2
Mr. R. H. McNair's Don Leno (Mr. Rothe) 3

Time: 2 mins. 53.1 secs.

7.—The Chefoo Handicap "B" Class: 1¼ Miles.

Mr. Wayfoong's Cash Balance (Mr. Clark) 1
Mr. Powhattan's Turveydrop (Mr. R. N. Harris) 2
Mr. Hunt's Blackmore Vale (Mr. Maitland) 3

Time: 2 mins. 59.1 secs.

7a.—The Chefoo Handicap: 1¼ Miles.

Mr. Robson's The Slow Bird (Mr. Tingle) 1
Mr. Wallor's Buzzaway (Maitland) 2
Messrs. Mollers, Ltd.'s Beaulight (Mr. R. N. Harris) 3

Time: 2 mins. 52.4 secs.

8.—The Ningpo Cup: 1¼ Miles.

Mr. H's Ecarte (Mr. Clark) 1
Mr. S. N. Shendrikoff's Clutha (Mr. E. McBain) 2
Mr. R. H. McNair's David Garrick (Mr. Rothe) 3

Time: 2 mins. 49.2 secs.

9.—The Shanghai Stakes: 1¼ Miles.

Mr. Lads' Fireflash (Mr. McCann) 1
Mrs. Jack Liddell's Boot Black (Mr. Maitland) 2
Messrs. Law and Hickling's Glen Prosen (Mr. Needa) 3

Time: 3 mins. 21.2 secs.

10.—The Newchwang Cup: One Mile.

Mr. Eve's Recess Eve (Mr. Rothe) 1
Mr. S. A. Judah's Deep Sea (Mr. Bolton) 2
Messrs. Winsome and Hasty's The Guillemot (Mr. Hill) 3

Time: 2 mins. 17.4 secs.

11.—The Great Northern Handicap: Eleven Furlongs.

Mr. and Mrs. A. V. White's County (Mr. Clark) 1
Mr. Allan's Courage (Mr. McCann) 2
Mr. Robson's The Dour Bird (Mr. Brand) 3

Time: 3 mins. 03.3 secs.

12.—The Griffins' Scramble: Half Mile.

Mr. We Two's Jumble Sale (Mr. Maitland) 1
Mr. Lob's Mango (Mr. McCann) 2
Mr. Ferryhill's Genghis-Khan (Mr. Rothe) 3

Time: 1 min. 01 sec.

K. M. A.

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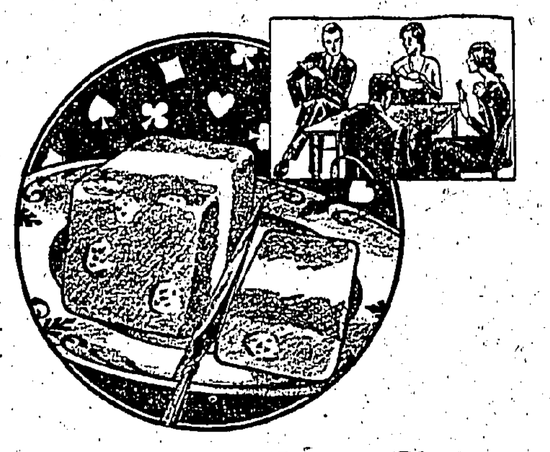

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IMPORTANCE OF WEATHER FORECASTS.

NAVAL EXPERT'S INTERESTING ADDRESS AT ROTARY CLUB LUNCHEON.

BRITISH TENNIS STAR'S TRAVELS AND EXPERIENCES.

The value of correct weather forecast to aviation, navigation and to business generally, was stressed by Lieut.-Comdr. Dymott at an address given by him at the Rotary Club luncheon yesterday.

Among the guests present was Mr. F. D. Andrews the British tennis "star," who gave a brief account of his travels in the various countries he has visited during his many tennis tours.

THREE HOURS FROM AMSTERDAM TO LONDON.

The Chairman said it would have been necessary to elect officials for next year at that meeting, but at a meeting a month ago, it was suggested that the directors and officials be re-elected. Owing, however, to Mr. L. C. F. Bellamy being unable to spare the time to act as joint secretary, with Mr. B. Wong Tape, Mr. M. F. Key had agreed to take his place. Also Mr. N. J. Perrin, the hon. treasurer had gone away and Mr. Field had agreed to act in his place. The Chairman added, amid applause, he would like to thank both Mr. Bellamy and Mr. Perrin for the splendid work they had done for the Club.

He then proposed that the following officials be re-elected:—President, Sir William Hornell; Vice-President, the Hon. Mr. S. W. Tso; Directors: the Hon. Mr. W. E. L. Shenton, Mr. B. Wylie, Mr. A. Cameron, Mr. J. M. Wong, Mr. Chau Yu Ting and Mr. Wong Kwong Tin; Hon. Secretaries: Mr. B. Wong Tape and Mr. M. F. Key; Hon. Treasurer: Mr. Field.

On being put to the meeting, the nominations were carried.

Sir William Hornell then welcomed as a non-Rotarian guest, Mr. E. D. Andrews, the lawn tennis and squash racquet player, who had been introduced by the General Secretary of the London Rotary Club.

Tennis Star's Address.

Addressing the gathering, Mr. Andrews, after expressing thanks at being invited to attend the luncheon, said:—On certain behalfs it is my lot to cover in all some 31 countries—to assimilate direct data on them, respectively, and to follow closely and sometimes to put into operation new foreign export policies as affecting each particular country. I have found Hong Kong to be an extremely pleasant island and, as I understand there are no Australians present, I may say that your harbour excels, in beauty, that of Sydney. (Applause.) I was particularly impressed with the Peninsula Hotel. Since leaving London some months ago I have not found any hotel to surpass it.

My first international tennis tour was in Australia some five years ago. To those of you who know Sydney you will probably agree with me that it is a miniature London. Our tennis was played at the White City Club, Rushcutters Bay, where there are some 70 to 80 grass courts in one club. Night tennis, too, is very popular and private electrically-lit tennis courts are everywhere to be seen at night. Then later I was up in the Blue Mountains, some three hours only out of Sydney. There is a blue haze consistently over these mountains, and I think it is from this fact that the Blue Mountains have received their name. In the Blue Mountains, at Katoomba, and at Jonolan Caves, where we played tennis, the difficulty was to reach the ball, as, owing to this altitude, the ball bounced almost twice as high as at sea level.

"Hot Dogs."

I was on two long tennis tours when I was up at Cambridge. One was to Germany when we played the covered court championships. The three things that I remember most vividly in connection with this trip were—first, the awful crossing we had from Harwich to Holland, the second was our play on covered wooden courts, whilst snow was falling heavily outside and the third was our intense enjoyment of what are known as "hot dogs." The second tour was a comparatively exciting one. It was on the Continent, and we had just finished our match in Amsterdam. Early one morning word came through that the Cambridge side was wanted to appear in a charity match in London at two o'clock in the afternoon the same day. Well, by 9.30 a.m. we had chartered a Fokker triple-engined air liner. We left Amsterdam immediately and then flew *via* Rotterdam over Holland, Belgium, France, and across the Channel to Croydon in three hours. We were in London by 1 p.m., and on the court by 2 o'clock ready for play.

Later on I was on the Cote D'Azur, the French Riviera, Cannes, Monte Carlo, Mentone, as far as San Remo. This is an interesting part of the world and one is continually meeting distinguished celebrities. Playing in the doubles, I was pairing with Lord Cholmondely, and in the mixed doubles with Miss Ryan, who is, by far, the best mixed doubles player in the world.

Talking of casinos, I was in Le Touquet in July last, and was present when the Dolly Sisters won £50,000 in the afternoon were down £100,000 in the evening and were up again by £100,000 later. They played with stakes of £10,000.

Berlin the Gayest City.

Last September I was in Berlin, which I found to be the gayest city I have ever visited. The thing that struck me most forcibly was the general all-round enterprise of the people of Germany. At the Strand-Bad Wansé, just out of Berlin, there is a large lake which has been made to appear as a seaside resort by the importation of sand and the operation of artificial waves. It is proving a very popular innovation. Then again there is an international restaurant of some seven or eight storeys, representing some seven or eight nationalities. Recently I have been in India with the team of the International Club of Great Britain. It will please you to know that this club has been formed very much on the same foundation and with the same object as that of Rotary—to promote better feeling and understanding internationally—and that, gentlemen, has been the main reason why Bunny Austin, John Olliff, Tim Horn and myself captained by that well-known personage and founder of the International Club of Great Britain, A. Wallis Myers, C.B.E., have just completed a tour of India when things were at their worst there. Before long we hope to have international clubs at the many tennis playing countries—all working with the one object of better understanding internationally, as Rotary is already doing at the moment. (Applause.)

The Study of the Weather.

Lieut.-Comdr. Dymott said:—The word meteorology means the science of the atmosphere, but in this practical application it may be considered as the study of the weather. Perhaps you do not realise what a universal subject the weather is. Man relies on the atmosphere for breathing and on the influence of the sun for his food and drink. His mode of living and methods of transport are very largely governed by the weather and temperature. The rickshaw coolie, for instance, does more work in the summer than in the winter, while a boot repairer does more work in the cold weather. People in cold climates wear thicker clothes than those who live in warm climates.

Seeing how wide its application is, it is not surprising that weather should have had a large influence on the religions of the world. Amongst the ancient deities, whose influence may be cited, are Osiris, Jupiter and Neptune, in addition to the various sun gods worshipped in many lands. Even to-day "an act of God" is the legal term used to cover the damage done by atmospheric violence.

The first known attempt to study the weather was made by the ancient Greeks and until recent times the work of Aristotle has been treated as a text book on the subject. In the middle ages, as at the present day, both farmers and seamen had good reason to study the sky and were able to connect certain characteristics of the sky with coming changes in the weather. It was not, however, until the 18th and 19th centuries that more scientific methods were employed. The first important advance came with the invention of the barometer and this instrument has, until recently, remained unchallenged as the mainstay of forecasting.

The Barometer.

During the early part of the last century, a list of rules was drawn up, connecting the behaviour of barometer and wind with the weather that was likely to follow. The scope of this method was extended considerably by the invention of the telegraph and radio, which enabled information covering a wide area to be collected in a central office. The first weather maps drawn by this method were exhibited at the Great Exhibition in London in 1851, and were also published in one of the newspapers.

During the early part of the present century no great progress was made, and it is very largely due to the great war that forecasting has made such rapid strides. In the first place, during the war, the Norwegians, whose prosperity is so intimately connected with the fishing industry and with shipping, found themselves at a considerable disadvantage owing to the fact that the combatants had suppressed the issue of all weather information. Norwegian scientists, therefore, undertook an intensive investigation of the atmosphere and its habits and succeeded in utilising changes of temperature, particularly the changes at mountain observation stations.

Also the enormous increase in aviation made it necessary that the atmosphere should be studied in all three dimensions, instead of treating weather as a surface phenomenon. As a result of this change of policy, the atmosphere is being studied as a gas, consisting of air and water vapour, which expands or contracts with alterations of temperature and pressure, in a manner similar to a vast steam engine.

What the future will bring forth I do not know, but perhaps life would be rather dull if we knew exactly what weather we were going to have for the next six months. Certainly, the holiday resorts would be hopelessly overcrowded on all fine days.

In the Tropics.

I am not going to tell you anything about the weather at Hong Kong because I should be encroaching on the preserves of Mr. Claxton, whose knowledge of Hong Kong weather is greated than mine will ever be. I will say, however, that weather in the tropics, as a whole, has not hitherto been studied to the same extent that it has been in Europe and America, but progress is being made and it is hoped that before long China will have a series of observation stations which will be of great value in predicting weather here. There are very few observation stations available here, whereas in Europe there are about 1,000 and about 500 in America. Out here there are only about 40.

I feel that, having outlined the evolution of forecasting, I should mention the question of popular beliefs, which so many people prefer to the new-fangled ideas. The so-called "weather lore" of the middle ages was largely based on the works of the ancient Greeks. Many of the well-known rhymes and phrases can be reconciled with modern reasoning, while others are palpably absurd. For example, a Scottish saying, "The bonny moon is on her back, mend your shoes and sort your thatch," is entirely contradicted by a similar Welsh saying, "It is sure to be a dry moon if it is on its back." Most of these phrases have been tested to see whether the results are true, and the only one which has caused any difficulty is the best-known one of "Red sky in the morning, etc." One of the valuable pieces of information is a halo round the moon, which is almost a certain forerunner of a period of continuous rain.

Buchan's cold periods received a lot of publicity in the English papers last year, despite the fact that he laid them down for Scotland. The matter was investigated a few months ago and it was found that his warm period in August was the only one which applied to the south of England. There is no quack doctrine about modern forecasting. It is done by perfectly straight-forward reasoning, coupled, at times perhaps, with a certain amount of legitimate guess work.

Forecasts in Verse.

I have here some poetry, of which I do not know the author, which covers a lot of weather sayings. It is as follows:—

The hollow winds begin to blow,
The clouds look black, the glass is low,
The soot falls down, the spaniels sleep,
And spiders from their cobwebs peep.
Last night the sun went pale to bed,
The moon in haloes hid her head,
The boding shepherd heaves a sigh,
For see! a rainbow spans the sky.
The walls are damp, the ditches smell,
Closed is the pink-eyed pimpernel.
Hark! How the chairs and tables crack,
Old Betty's joints are on the rack.
Her corns with shooting pains torment her
And to her bed untimely send her.
Loud quack the ducks, the peacocks cry,
The distant hills are looking nigh.
How restless are the snorting swine,
The busy flies disturb the kine.
Low o'er the grass the swallow wings,
The cricket, too, how sharp he sings!
Puss on the hearth with velvet paws
Sits wiping o'er her whiskered jaws.
Through the clear stream the fishes rise
And nimbly catch th' incautious flies.
The glow worms, numerous and bright,
Illumed the dewy dell last night.
At dusk the squalid toad was seen
Hopping and crawling o'er the green.
The whirling dust the wind obeys
And in the rapid eddy plays.
The frog has changed his yellow vest
And, in a russet coat is dressed.
Though June, the air is cold and still,
The mellow blackbird's voice is shrill.
My dog, so altered in his taste,
Quits mutton bones on grass to feast.
And see yon rooks, how odd their flight,
They imitate the gliding kite.
And seem precipitate to fall
As if they felt the piercing call.
'Twill surely rain, I see with sorrow
Our jaunt must be put off to-morrow.

Uses of Forecasting.

Continuing, the speaker said:—As for the uses of forecasting, with regard to safety of life, I need only mention shipping, aviation and fishing, and, with particular reference to this part of the world, typhoon warnings. In the British Isles, during the last few years, adequate warning has been given of 97 per cent. of the gales which occurred. The one gale last year of which the fishing fleets did not get sufficient warning was said to have entailed the loss of £100,000 worth of fishing nets.

In avintion the greatest source of danger and loss of life, apart from errors of judgment, is the weather. This is now recognised in both military and civil aviation, and the pilots of air liners always pay a visit to the forecast departments of the big air ports before embarking on a journey.

On land, too, people are beginning to consider weather information as a business asset. The forecast department of the Air Ministry in London get astonishing number of telephone calls on the day before big race meeting. Some of the professional football clubs also get what information they can, but I am glad to say that cricket teams have never made a similar request. Large coal mines are warned by the Air Ministry when heavy rain is predicted, so that extra pumps may be started to cater for flood weather. I think I am right in saying that certain industrial concerns get a similar warning.

Perhaps one of the strangest daily weather reports is that which is sent to the London General Omnibus Company, who operate some 10,000 'buses, by which they judge whether open or closed 'buses should be put on the road on any particular day. Also the temperature and humidity of the air is of very great importance in the textile and tobacco industries. I have no doubt but what humidity has a great influence on heat stroke, gout, and other failings of the human frame, but I leave that to medical men.

Naval Aviation.

With regard to Naval aviation, with which I am concerned, the weather may be perfectly fit for flying but it might not be suitable for landing on the small deck available. We are different from aviators who fly over land, as we have to take-off from a ship and return to a ship, because, usually, land is too far away. Consequently, wind strength and direction are of the utmost importance in order that the return course may be steered sufficiently accurately to ensure returning to a spot at least within ten miles of the ship. Obtaining such knowledge is a big problem, but progress has been made in charting the upper air in the same way as currents of the ocean are charted.

With regard to controlling the atmosphere, it is so vast that I do not think anybody can control more than a very minute quantity, as even when a big gun is fired the effect is not discernable within a distance of a few miles.

Before concluding, I would like to invite criticism of the wording of weather reports. In the first place I do not know whether people appreciate what is known as the general inference, that is to say the part which mentions "a deep depression is approaching the Loochoos while the anti-cyclone over Shanghai is becoming less intense." The thing is that the stereotyped wording of the report itself may not convey its proper meaning to the reader or listener. I am not sure that it conveys much to me and that is why I prefer to draw my own weather chart. If anyone has any suggestions I would like to hear them so that I can try them out on the fleet when we go north to Weihaiwei.

In expressing thanks to both Lieut.-Comdr. Dymott and Mr. Anderson, the Chairman referred to the fact that it had been suggested that Rotary Club speeches should be broadcast, adding, amid laughter, that he mentioned the matter as a possible warning to future speakers.

HONG KONG STOCK MARKET.

CROUCHER & CO.'S DAILY REPORT.

Investment shares were in better demand, particularly **Unions**, business being done at $642 and $645 cash.

Lands also were firm at $91½ with business being done at $93½ July.

Cements hardened with buyers offering $18.55 cash $19 July.

Utilities generally were easier, **Electrics** offering at $81½, **Star Ferries** at $94½ and Lights at $20½. **Trams** were the exception with buyers at $19½.

Local buyers are offering at $13.40 for **Ewos**, with sales at $14.10 July. There is a good demand both for cash and forward from Shanghai, but we would not suggest it reflects an optimistic new of the political situation.

Telephones are wanted at $42.80 and **Ropes** were higher at $21½ cash. **Hotels** continue in request at $15.70 for settlement and $15½ cash.

May 5, 5 p.m.

MORE TROOPS FOR HAINAN.

TO CLEAR ISLAND OF REDS AND BANDITS.

[FROM OUR OWN CORRESPONDENT.]

HOIHOW, April 29.

For some time it has been evident that if the political situation is to be cleared up in Hainan and chaos is to give place to peace and order, then it would be necessary to have a larger garrison from Canton. The Provincial Government has now responded to the urgent appeal for help by sending the first contingent under Col. Wong Koo. These arrived yesterday and landed this morning and proceeded at once to Kiungchow city which will be their headquarters for the present. It is understood that a special order has been given by the Government to clear Hainan of bandits and Communists as soon as possible.

Hoihow v. Hainan.

To many in South China Hoihow is well known as a port, put Hainan not so well. Some time ago a traveller stepped into a shipping office in Hong Kong to purchase a ticket for Hainan. The clerk at the desk informed the customer that the company had no steamers calling at Hainan. Then followed an argument on this point which finally ended when the custorer inquired if there were any steamers calling at Hoihow. Certainly, they had steamers for Hoihow. Here was a case where the port was better known than the island itself.

Sun Circles: Good or Bad Omen?

On the morning of the 28th inst. a peculiar phenomena in the sky was observed, and has been much commented upon since by the local populace. Some of the old timers who witnessed it remarked on the very unusual circles around the sun lasting for approximately an hour. All kinds of prognostications have been made. Some have suggested that this was a good omen with a new emperor assured in the near future. The majority however were not quite so optimistic, but rather looked upon it as indicating something dreadful, which would delay the coming of lasting peace in China and the world.

OBITUARY.

OLD CIVIL SERVANT PASSES AWAY.

MR. TITO MARIA PERPETUO.

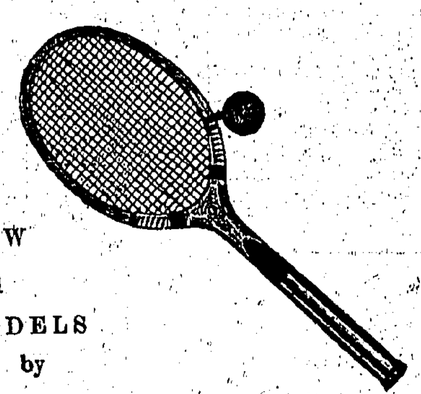
We regret to have to record the death, at the Government Civil Hospital last evening, of Mr. Tito Maria Perpetuo, the Assistant Superintendent of Mails, General Post Office.

Born on January 3, 1882, the late Mr. Perpetuo joined the Government Service when only sixteen years of age as a clerk and through hard and conscientious work, he climbed steadily when in March 1925, he was appointed Assistant Superintendent of Mails. From August 18, 1920, to June 10, 1927, he was acting Superintendent of Mails. He was always a cheerful worker, and Mr. Perpetuo gained the respect of his fellow workers, seniors and subordinates alike.

Mr. Perpetuo is a very Old Hong Kong resident and in his younger days was a very keen sportsman. In recent years his favourite pastime was fishing and his cheerful personality will be missed greatly by a large circle of friends.

The funeral will take place at Happy Valley this evening, the cortège passing the Monument at 5.30.

TENNIS RACKETS



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F. V. JENSEN, Superintendent. S. LACK, Manager.

Hong Kong, 6th May, 1931. [704

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 11TH DAY of MAY, 1931, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N. ft.	S. ft.	E. ft.	W. ft.	Contents in Square feet.	Annual Rental. $	Upset Price. $
1	New Kowloon Inland Lot No. 1492. Adjoining New Kowloon Inland Lot No. 1317, Cheung Sha Wan Road.	As per sale plan.					About 6,934	128	17,325

[700

UNION INSURANCE SOCIETY OF CANTON, LTD.

(INCORPORATED IN HONG KONG.)

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at the HEAD OFFICE, UNION BUILDING, HONG KONG, on FRIDAY, 29TH MAY, 1931, at 11 O'CLOCK A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1930, and declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11TH MAY to 29TH MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.

Hong Kong, 2nd May, 1931. [687

THE CHINA FIRE INSURANCE COMPANY, LTD.

(INCORPORATED IN HONG KONG.)

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-SECOND ORDINARY YEARLY MEETING of the Company will be held at its HEAD OFFICE, UNION BUILDING, HONG KONG, on FRIDAY, 29TH MAY, 1931, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1930, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11TH MAY to 29TH MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.

Hong Kong, 2nd May, 1931. [688

BRITISH TRADERS' INSURANCE COMPANY, LTD.

(INCORPORATED IN HONG KONG.)

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its HEAD OFFICE, UNION BUILDING, HONG KONG, on FRIDAY, 29TH MAY, 1931, at 11.20 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1930, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11TH MAY to 29TH MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.

Hong Kong, 2nd May, 1931. [689

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NOTICE TO SHAREHOLDERS.

THE FIFTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on TUESDAY, the 19TH MAY, at NOON, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the Year ended the 31st DECEMBER, 1931.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 5TH to the 19TH MAY, 1931, Both Days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.

Hong Kong, 28th April, 1931. [662

CHINA ENTERTAINMENT & LAND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the REGISTERED OFFICES of the Company, KING'S THEATRE BUILDING, 5TH FLOOR on SATURDAY, the 16TH DAY of MAY, 1931, at 11 O'CLOCK in the FORENOON, to receive the Directors' Report and Accounts for the period ended 31st DECEMBER, 1930, to Elect Auditors, and to Transact such other Business as may be Properly Transacted at an Ordinary General Meeting of the Company.

And Notice is further hereby given that the Register and TRANSFER BOOKS of the Company will be CLOSED *from the 9TH to the 16TH* DAY of MAY, 1931. Both Days inclusive.

LIANG CHI HAO,
Managing Director.

Hongkong 30th April, 1931. [691

Y. M. C. A.

SALISBURY ROAD, KOWLOON.

H. E. THE GOVERNOR will lay the Foundation Stone of the New West Wing on THURSDAY, 7TH MAY, at 5.30 P.M.

No Invitation Cards have been issued, but All who are interested in the Y.M.C.A. are cordially invited.

W. E. L. SHENTON,
President.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.26 p.m., stated:—

The anti-cyclone remains central near Tokyo. A depression is still shown over Indo-China.

Local Forecast:—E. winds, moderate; generally cloudy, some rain and fog.

BIRTH.

BURRIDGE.—On April 18, at Fabrica, Occidental Negros, Philippine Islands, to Mr. and Mrs. GILBERT J. BURRIDGE, a daughter (BARBARA ELIZABETH).

ENGAGEMENT.

KNIGHT—WHITE.—The engagement is announced of Miss LILLIE WHITE of the Health Department, S.M.C., second daughter of Mr. ALFRED WHITE, Dundee, to Mr. GLADSTONE HOWARD KNIGHT, elder son of the late Mr. ALFRED KNIGHT, of Newhaven, England.

DEATH.

PERPETUO.—On May 5, 1931, at the Government Civil Hospital, Hong Kong, Mr. TITO MARIA PERPETUO, Assistant Superintendent of Mails, General Post Office. Funeral will pass the Monument at 5.30 p.m. today.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 6, 1931.

THE WAR DANGER.

GENERAL CHEN TSAI TONG has called Marshal CHIANG KAI SHEK "a fellow," and the President has replied, "Sir you are another." Unfortunately it does not look as if the matter will rest there. To the Western mind, with its ideas of due formality in affairs of government, there is an appearance of irregularity in General CHEN TSAI TONG's recent actions. The Canton Commander-in-Chief disapproved of the President of the Nanking Government, and particularly of the arrest of Mr. HU HAN MIN. Waiting his opportunity he turns out his Civil Chief, the Chairman of the Kwangtung Provincial Council, sets himself up in that official's place, concludes an alliance with a group at war with Canton and Nanking, and appoints his own nominees to all important posts in Canton. In China, however, there are precedents for everything and it is China's affair how she arranges her public appointments. Her methods may differ from those of England, but there is much to be said for and against both the British and the Chinese ways. General CHEN TSAI TONG's quarrel was with Marshal CHIANG KAI SHEK, and he has done his best to get General CHEN MING SHU to see thing from his standpoint. It is true that the Kuomintang, to which all these war lords belong, to whose principles they subscribe, and from which they claim to draw their authority, is in session at Nanking, but the matter has not yet been referred to the august assembly. The principle adopted in Canton was that very ancient one of "sentence first, verdict afterwards." Meanwhile the immense issues of peace or war, unity or disruption, are again in the melting pot.

Marshal CHIANG KAI SHEK proclaims that he will settle the Southern revolt without recourse to arms. The Marshal is a most able soldier and diplomat. He has the power of surprising his adversaries and of utterly discomfitting them in their apparent hour of triumph. Naturally he is not going to disclose his plans, but the mere fact that the clouds appear black is no reason for supposing that the President will be overwhelmed. General CHEN TSAI TONG has under him the 8th Army, LI TSAI HSIN's former command; alliance has been claimed with the powerful "Ironside"-Kwangsi Armies, and a joint advance on Nanking is announced. The Canton Fleet, quite an efficient force, with several deep sea cruisers, as well as a large number of river gunboats, has presumably gone over to the new government, and is capable of offering stout resistance to any attack by sea. The position is the reverse of that when CHIANG KAI SHEK sent HO YING CHIEN from Nanking to turn the scale in the fight with the Kwangsi-"Ironside" invaders. To use the Northern Navy against Canton would be a most hazardous enterprise.

It is suggested that Hunan, Yunnan and a group of Northern Generals, with FENG YU HSIANG, in the background, are also aligned against CHIANG KAI SHEK. Such a coalition would be formidable enough, especially as Canton, the faithful, has defected. But Chinese coalitions have a habit of melting away, and what guarantee is there that this heterogeneous array will work together better than in the past? General CHEN TSAI TONG speaks of a new revolution, and a re-conquest of China. CHIANG KAI SHEK has done it once! Must the tortured country go through the process yet again in the interests of a new party of a more rarified purity and patriotism than any heard of in the past decades of fighting? If the Nanking Government is overthrown does it not looks as if China may be disrupted into independent provinces? A great unifier has been found in CHIANG KAI SHEK, and if his countrymen reject him they are not likely to find another man capable of holding the country together. War has not yet started and it is to be hoped that patriotism and commonsense will rescue China from a folly that will endanger everything built up by the men who marched from Canton to Peiping and saw the Kuomintang flag recognised, at least nominally, throughout the Republic. A disunited country will mean endless wars and tragedy for China, and perhaps for the whole world.

THE LATEST AIR MARVEL.

BRITISH fighting aircraft have won golden opinions of late in many parts of the world. A number of foreign Governments have experimented with them, and some large orders have subsequently been placed with British manufacturers. Now details are available of a new Gloster single-seater fighting machine which is armed with six machine-guns and capable of directing upon an enemy aircraft what amounts to a continuous ribbon of fire. "Although it is so heavily armed, it has a maximum speed of nearly two hundred miles an hour in level flight and it can operate at heights of over 26,000 feet. In an official test it reached a height of 15,000 feet in nine minutes.

The machine is styled the S.S.19, and it is the latest product of the Gloster Aircraft Company, which has constructed during recent years more than three hundred single-seaters for the Royal Air Force. It is driven by a supercharged radial 480 horse-power Bristol "Jupiter" air cooled engine. During fifty hours of intensive test flying the S.S.19 showed no sign of strain or stress, though it was put through every known aerial manœuvre, including power dives at more than 320 miles an hour. Not a single item of repair was needed to the structure of the *machine. Pilots remarked on the* unusual ease of control, the robustness and rigidity of the structure of the machine, the ease of maintenance in strenuous day by day flying, and the good view in all directions combined with unusual comfort in the cockpit. British invention and research in this particular field have resulted in the production of machines which are the swiftest and most efficient military aircraft of their type in existence. They outstrip the best service aeroplanes of other nations by many miles an hour in sheer speed and they climb at a rate to leave all competing craft far behind.

★ News and Views ★

The Modern Child.

The Metropolitan police reported on Easter Tuesday that, for the first Bank Holiday for many years, no cases of lost children came to their knowledge on Hampstead Heath.

Kwaint Wurds.

"Our famili okupied Nos. 3 and 4 in Timbroll-street. Mei father had 11 children and wun hous wud not kontain them." These quaintly-spelt words, written by Sir Isaac Pitman nearly 40 years ago in the phonetic spelling which he invented, have aroused a controversy at Trowbridge, Wiltshire, where Sir Isaac was born.

Economy!

About 2 a.m. a man knocked up a doctor in a small village and asked him to come immediately to a place about ten miles away. The doctor dressed and got out his car, and drove quickly to the destination. His caller asked: "What is your fee, doctor?" "A guinea," replied the doctor, in some surprise. "Here it is, then," said the man, handing over the money, "and cheap, too. The garage man wanted 30 bob to drive me over. You see, I missed the last train."

An Arab's Revenge.

Mr. T. H. Stern, a British irrigation engineer, was shot dead by an Arab electrician employed on the Hindiyah barrage works on the Euphrates. The miscreant, who is stated to have been a Turkish officer during the war, had recently been dismissed, and it is believed that he murdered Mr. Stern because he thought him responsible for the dismissal. After committing the crime the murderer made a dash for liberty, but was pursued by mounted police, who captured him in a date garden.

Expensive Eloquence.

A novel idea for curbing French Parliamentary eloquence, which is so often simply a waste of time, has been put forward by M. Brugère, a Deputy for the Maine-et-Loire. After the Chamber's recent debate on the Budget, which lasted for thirty hours, it was found that the "Journal Officiel" consisted of 156 closely printed pages. By law this official newspaper must contain a complete report of debates in both the Senate and the Chamber, though its price cannot be more than a halfpenny. Owing to the verbosity of certain politicians the edition referred to must have cost the taxpayers a great deal of money. M. Brugère now suggests that this kind of thing would cease immediately if Parliamentarians were made to pay for the printing of excessively long speeches. He proposes that each orator should be allowed to occupy 200 lines in the report without charge. When a speech exceeds this measure the deputy, he holds, should have either to submit to being given only a 200-line summary or pay so much per line for the excess.

The Biggest!

According to British Columbia lumbermen the record for the largest tree ever cut down still rests with the Lynn Valley Douglas fir which was 417 feet high, being 300 feet to the first limb. It was 23 feet in diameter and 77 feet in circumference, and was believed to be about 2,000 years old. "There is probably no other tree that will ever surpass in size this giant fir," says the "Canada Lumberman," "except as botanical specimens. No lumber corporation could afford to let a tree grow to such an age."

Hotels Liable for Lost Shoes.

Paris.—A little problem which has often worried visitors to hotels has been solved by a Paris court of law. A hotelkeeper, it holds, is responsible for the shoes which his guests place outside their doors in order to have them cleaned. M. Luciani, a commercial traveller, when staying at a Nancy hotel, was annoyed one morning to find that the shoes he had placed outside his door were missing. Inquiries failed to trace them, and the traveller had to stay in his room until he could get another pair. This delay meant that he missed his train. He therefore sued the hotel proprietor for the value of the shoes, plus damages for the inconvenience caused him. The hotelkeeper's lawyer pleaded that the proprietor could not be held responsible since a notice was posted in various conspicuous places in the hotel warning travellers that the management could only accept responsibility for articles left in charge of the cashier or the porter. The court took the view, however, that the old system of leaving shoes out in the corridor was right, and ordered the hotelkeeper to pay the cost of the shoes and 7s. 6d. for the inconvenience caused to his guest.

The Starving Man's Friend.

Paris.—A "snake man" has just had a curious adventure at St. Denis, on the outskirts of Paris. He is José Lafluente, who earned his living as a contortionist until illness compelled him to enter a hospital. On being discharged he wandered about the city in search of work, and had tramped as far as St. Denis without having earned sufficient to buy the simplest meal. A police officer, noticing that he staggered, watched him, supposing that he was drunk. The man suddenly collapsed in the gutter, and it was then found that his condition was due to starvation. The policeman put away his notebook and led the starving man to the nearest restaurant, where he ordered a substantial meal. When the kind-hearted policeman paid the bill the contortionist, by way of showing his gratitude, insisted upon giving a performance. At its conclusion somebody went round with the hat. The policeman was reimbursed, and the contortionist went on his way with sufficient money in his purse to ensure sufficient food for some days to come.

SUMMARY OF NEWS

Local.

Details of money votes to be submitted at to-morrow's meeting of the Finance Committee. Page 4.

Hong Kong Stock market: Croucher & Co.'s daily report. Page 5.

The death occurred yesterday of Mr. T. M. Perpetuo at the Government Civil Hospital. Page 5.

An interesting address on Meteorology was delivered yesterday at the Rotary Club tiffin. Page 5.

An instructive lecture on Mr. F. W. H. Myers was given by Mr. A. H. Fenwick to the members of the English Association at the last meeting of the season held yesterday. Page 10.

To-day's wireless programme. Page 3.

Sport.

Results of yesterday's races in Shanghai. Page 4.

Exhibition tennis at H.K.C.C. Page 8.

Latest Cables.

Charles Whitcombe has been appointed to captain the British Ryder Cup golf team. Page 7.

Portugal's troubles are not yet ended as it is reported that Portuguese Guinea is still in a state of ferment. Page 7.

Lieut.-Commander Glen Kidston and his companion were killed in a 'plane crash in Natal yesterday. Page 7.

The Italian reply to the French counter-proposals on the subject of the proposed Naval Agreement, evoked an outburst of anger from the French Press. Page 7.

General Chen Tsai Tong has issued a manifesto, making clear his stand and attitude in the present anti-Chiang Kai Shek revolt. Page 7.

For Refugees.

The Governing Body of the International Office for Refugees has approved the issue of an appeal for a Nansen Memorial Fund to be used for carrying on the work of Nansen on behalf of refugees. This appeal will be launched by the Nansen Office for Refugees on May 13, the anniversary of Nansen's death. The International Office for Refugees was created by the Assembly of the League of Nations in September, 1930. The Government Body, under the chairmanship of Dr. Max Huber (Switzerland), President of the International Red Cross Committee and late President of the International Court of Justice, includes members from Szecho-Slovakia, France, Germany and Greece, together with representatives of the International Relief Union, the League of Red Cross Societies, the American Red Cross Society and the British "Save the Children" Fund. It met on March 10 for a preliminary consideration of its task. It noted that employment had still to be found for some 170,000 refugees and assistance afforded to some 65,000 war invalids, old people and young children, scattered throughout Europe, China and Syria.

★ Local Notes and Events ★

Silk forwarded from here by R.M.S. Empress of Asia on April 10, arrived in New York (St. John's Park) and Hoboken on May 1, having been 21 days in transit.

A return of cases of notifiable diseases which occurred in the Colony during the week ended May 2, shows the following:—Enteric fever, 2; paratyphoid, 1; cerebro-spinal fever, 2 (one death); 55 deaths from pulmonary tuberculosis.

Looking Back 25 Years.

The Empress Dowager of China, learning from Prince Ching of the earthquake at San Francisco, commanded that a certain sum of money from the Privy Purse should be sent to relieve the Chinese who had suffered, and that another sum of Tls. 1,000,000 be offered to the American Government to swell the Relief Fund being collected for the American sufferers. Learning that President Roosevelt had refused foreign assistance, Her Majesty commanded that Tls. 40,000 should be sent to relieve her subjects in San Francisco.—*Hong Kong Daily Press*, May 6, 1906.

Looking Back 50 Years.

We hear from a reliable source that H.I.M. the Emperor of China is ill of either the measles or small-pox, though we are without information as to the degree of his sickness. One Empress Regent is dead, the other is not expected to live long; four of the most powerful statesmen and warriors are in the capital at this juncture; and what course events may take is grave matter of conjecture. His Excellency the Viceroy of Chihli will meet the Grand Secretary for the first time since 1864, and as they are supposed to hold similar views with regard to the railway question, important results may follow. We have been given to understand that they are in no sense either political rivals or personal enemies; although there is some foundation for the belief that the circumstance of the successful General of the North West having obtained somewhat higher ranks may not be altogether agreeable to his old companion-in-arms.—*Hong Kong Daily Press*, May 6, 1881.

CHINA'S POLITICAL MUDDLE

CHIANG KAI SHEK OVATED AT NANKING.

While in the South there is an agreement between the new Canton *régime* and the Kwangsi-"Ironside" coalition to overthrow Marshal Chiang Kai Shek, in Nanking when he opened the the People's Convention yesterday the Marshal was given a great ovation.

RESIGNATION DEMANDED IN THE SOUTH.

NANKING, May 5.

Marshal Chiang Kai Shek received a great ovation on opening the People's Convention at nine o'clock this morning. He reported at length on the National Government's activities and reviewed the world affairs, emphasising the progress of the Soviet Government's success with the Five-Year Plan.

Prominent officials present included Chang Hsueh Liang, Ho Ying Ching, Chen Kuo Fu, Madame Chiang Kai Shek and the Panchen Lama.

SHANGHAI, May 5.

The *China Press* correspondent at Nanking states that the War Minister, Ho Ying Ching, arrived yesterday afternoon from Kiukiang.

Interviewed, he said that the differences of opinion among the various members of the Central Supervisory Committee should be easily clarified as a matter of Party routine, and would not be allowed to spread.

Tai Chi Tao called on Hu Han Min to-day and conveyed the Government's invitation to the latter to attend the People's Convention.

WITHOUT PRINCIPLE OR LEADER.

[THROUGH REUTER'S AGENCY.]

NANKING, May 4.

Marshal Chiang Kai Shek to-day described the Canton revolt as being without principle, without proper organisation and without a recognised leader.

He declared that it would not last any length of time, and assured the public that the National Government would suppress it in the immediate future without recourse to arms.

CHEN'S MANIFESTO.

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 5.

General Chen Tsai Tong, Commander-in-Chief of the 8th Military Route and central figure in the recent *coup d'etat* in Canton, issued yesterday a manifesto, making clear his stand and attitude in the present anti-Chiang Kai Shek revolt. The declaration was not only signed by himself, but all his subordinates. Following is a free translation:—

The capital charges against Chiang Kai Shek as contained in the circular telegram of April 30 of Messrs. Koo Ying Fun, Tang Chak Yu, Shiao Fat Shing and Lin Sen, all members of the Central Board of Overseers of the Kuomintang, calling for impeachment of the head of the Nanking Government, have been collaborated and verified. Such being the facts, we feel duty-bound to sympathize with these gentlemen.

Chiang Kai Shek has been using Nationalist troops as a means for the furtherance of his selfish ends ever since he came into power. He has left no stone unturned in his insidious intrigues to bring this about, and set one group against another in order that he might reap benefit therefrom. It is solely because of this that civil war has been incessantly going in China.

I, Chen Tsai Tong, although realizing the bad qualities in Chiang Kai Shek's make-up from the very start, have always endeavoured to cover up his faults for the sake of the unity of the country and the maintenance of peace, hoping all the while that he would repent. I have been constrained to do this, for China, even after the establishment of the Republic 20 years ago, is oppressed by the Powers from without and by the militarists from within. The people have been undergoing untold sufferings on this account. We do not expect too much from any one: he who follows the teachings of Dr. Sun Yat Sen and observes the principles of the Kuomintang is deemed worthy of our respect.

But Chiang Kai Shek has been acting contrary to the hopes and aspirations of the people, thus incurring their wrath. His detention of Mr. Hu Han Min, President of the Legislative Yuan and a member of the Central Committee of the Kuomintang, on March 28 amply shows this. He has been eliminating, one by one, those whose views did not happen to correspond to his own.

Ever since the day the punitive expedition against the North was launched, Chiang Kai Shek and his brother-in-law, T. V. Soong, have been working hand-in-hand, squeezing public funds to fill their own pockets.

This is known to everyone, and has been shown to be the case in the circular telegram of four members of the Central Board of Overseers mentioned above, calling for impeachment of Chiang Kai Shek.

Chiang Kai Shek has also been looking upon the Kuomintang as an instrument for the realization of his ambition.

The pyschological moment has come. We can no longer remain silent. If Chiang Kai Shek does not retire in the face of such an impeachment brought against him, but still persists in strengthening his position, we—the undersigned—shall be compelled to take up arms against him.

(Signed) CHEN TSAI TONG, YU HAN MOW, LI YANG KING, HEUNG HON PING, YANG TING CHUNG, CHU WAI CHING, CHEN CHAK, CHEN HING WAN, and WONG KWONG YUI.

CHIANG'S CONFIDENCE.

(*Wah Tsz Yat Pao.*)

SHANGHAI, May 5.

Addressing a Weekly Memorial service meeting yesterday, Marshal Chiang Kai Shek expressed an optimistic view regarding the internal situation of China. He was confident that a legal quorum would be obtained in the plenary session of the People's Convention in spite of wild rumours now in circulation aiming at the undermining of the present *régime*.

He alleged that some reactionary faction must be acting behind the Canton coup. The reported organization of an independent government in Canton was not worthy of the slightest notice because the Nanking Government was established on the foundation of the people's confidence, and an independent government, if really realized in the South, would die a natural death without the Central Government resorting to force.

EXTRALITY NEGOTIATIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 4.

"I expect to have to make a statement on May 6 on extrality, and will at present defer saying anything on the matter," declared Mr. Henderson when the question of extrality was raised in the House of Commons as a supplementary to a question as regards which of the provinces in China at present were not under effective control of Nanking.

Mr. Henderson said "he feared the position was scarcely capable of exact definition," but he would do his best.

JAPANESE ROYALTY IN CANADA.

RECEPTION IN OTTAWA.

[THROUGH REUTER'S AGENCY.]

OTTAWA, May 4.

The House of Commons adjourned an hour earlier to-day to permit members to attend a reception given by the speakers of the Senate and House of Commons in honour of Prince and Princess Takamatsu, who subsequently were the guests of honour of the Government at dinner.

MR. VALPY'S COMPENSATION.

GREATER PART OF CLAIM PAID.

[THROUGH REUTER'S AGENCY.]

LONDON, May 4.

In the House of Commons to-day the question as to whether the Chinese Government would be induced to pay proper compensation to the British subject, Mr. Valpy, upon his dismissal from the Canton-Hankow Railway, was again raised.

Mr. Arthur Henderson, the Foreign Minister, said that he was content to leave the matter in the hands of the British Minister to do his utmost for Mr. Valpy.

PEIPING, May 4.

It is learned that Mr. Valpy claimed M.$30,000 of which M.$30,000 has already been paid.

EXPLOSION NEAR CANTON.

CAUSED BY CARELESSNESS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 5.

A terrific explosion occurred this morning at about 7.30 at Midstream Rock Fort, about three miles east of Canton proper, destroying completely one of the three magazines there. The explosion was so deafening that it shook Canton throughout its length and breadth like a rumbling peal of thunder, accompanied by an earthquake. In fact many people, including your own correspondent, at first mistook it for a sudden reverberating thunder. But upon inquiry it was found to be due to a terrific explosion.

Immediately following the explosion, heavy volumes of black smoke belched forth, clouding the rising sun. And a moment later the whole magazine was on fire. Nothing could be done to save even a portion of it.

Upon hearing of the catastrophe, General Chen Hing Wan, the new Police Commissioner of Canton, at once sent a group of Police inspectors to the scene to make inquiries and render such assistance as was possible. It was found that the explosion was not the work of the agents of the enemy, but was due to carelessness on the part of the masons and carpenters at work. The masons were driving big piles in front of the magazine at the time, and the friction between explosive particles created by subterranean disturbances ignited the powder. Eight soldiers were seriously injured, and were rushed to Canton for medical treatment. Some of them are not expected to live. The death roll is as yet not known with certainty.

The explosion created a panic in the city, setting many people to think that fighting had broken out in Canton. The authorities of Lingnan University, while not knowing the exact cause, at first prohibited its students from leaving the campus for fear something untoward might happen to them.

There were three big magazines in Midstream Rock Fort, known as the East Magazine, Middle Magazine and West Magazine. Only the middle one was destroyed, the other two being unaffected.

KING OF SIAM AT WHITE HOUSE.

BIG CROWDS LINE THE STREETS.

Washington, April 28.—King Prajadhipok and the Queen, and other members of the Siamese Royal Family and a retinue of servants arrived here to-day.

His Majesty, for a time abandoning the incognito he has assumed since starting his journey to the United States, is making a visit of State to Washington. King Prajadhipok was greeted at the Union Depot by Colonel Henry L. Stimson, the Secretary of State, Vice-President Charles Curtis and other high officials of the Government.

Great crowds lined the streets to see the royal visitors. A special guard of cavalry was drawn up outside the railway station. After the welcoming formalities were over, the troopers escorted His Majesty and the members of the royal party to the magnificent Massachusetts Avenue home of Mr. Larz Anderson, wealthy retired diplomat.

His Majesty will live in the Anderson residence while he is in Washington. To-morrow Their Majesties will rest and receive official calls. They will find time for some sight seeing. On Thursday, however, they will be entertained by President and Mrs. Hoover at a state dinner at the White House. All the ceremony and pomp a republic can show will be incorporated into Washington's entertainment of the Royal visitors.

While in the United States, King Prajadhipok is making his permanent headquarters at Ophir Hall, Purchase, New York, the magnificent 200-rooms mansion of Mr. Whitelaw Reid, the owner of the New York *Herald-Tribune*.

When he makes the return journey to Purchase, King Prajadhipok will stop at Baltimore where his eyes are to be examined by distinguished specialists at John Hopkins University His Majesty is soon to undergo an operation for an ailment of the eyes.

The Royal party travelled to Washington aboard a special train.

PLANE CRASH IN NATAL.

LT.-COMDR. GLEN KIDSTON KILLED.

[THROUGH REUTER'S AGENCY.]

CAPETOWN, May 5.

It is reported from Van Reenen, Natal, that the aeroplane in which Lieut.-Commander Glen Kidston and T. A. Gladstone were flying crashed to-day.

Both airmen were killed.

Clouds of Dust Cause Crash.

LATER.

The report of Lieut.-Commander Glen Kidston's death was received from a storekeeper at Mauba, sixteen miles from Van Reenen, who told the magistrate at Van Reenen that he had seen a 'plane crash near his station and rushed to the spot where he found the two occupants of the 'plane had been killed. He found a visiting card on one body marked "Lieut.-Commander Glen Kidston."

A gale was blowing, raising clouds of dust which rendered visibility bad in the mountainous country where the 'plane crashed.

The bodies were left in charge of a European pending the arrival of the District Surgeon and Magistrate.

A message dated April 8 stated that Lord Amulree, Secretary for Air, had sent a message of warm congratulation to Lieut.-Commander Glen Kidston on the successful completion of his flight to Capetown in six and a half days, which broke all previous records, and which Lord Amulree described as a very fine performance.

Press comment on the flight was highly appreciative and included a suggestion that Glen Kidston might make another attack on the record for the whole or part of the South African air mail route on his return journey.

CAPT. N. STACK SETS UP NEW RECORD.

CONSTANTINOPLE TO HESTON NON-STOP.

[THROUGH REUTER'S AGENCY.]

LONDON, May 4.

Captain Neville Stack started from Constantinople this morning and reached Heston to-night, thus setting up a new record of 14¼ hours for the journey.

Captain Stack, who was accompanied by Mr. J. R. Chaplin, was flying a standard Vickers-Napier air mail carrier, fitted with a 550 h.p. Napier Lion engine in which he had hoped to create a record flight from England to Australia and back.

KING GEORGE'S HEALTH.

GREAT IMPROVEMENT.

[BRITISH WIRELESS SERVICE.]

RUGBY, May 4.

For the first time since his illness, the King, accompanied by the Queen, motored to-day in the grounds of Windsor Castle.

SWIMMING RECORD.

MAORI WOMAN REMAINS IN WATER 72 HOURS.

[THROUGH REUTER'S AGENCY.]

BRISBANE, May 4.

The Maori woman whose swimming achievements enable her to support her family, Mrs. Katarina Nehua, beat the world's endurance swimming record by remaining in the water for 72 hours and 21 minutes, namely, twelve minutes longer than her own record made on March 22.

BRITISH RYDER CUP TEAM.

CHARLES WHITCOMBE AS CAPTAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, May 5.

Following the recent trials the Professional Golfers' Association has selected the following to represent Great Britain in the Ryder Cup matches at Scioto Cub, Columbus, Ohio, on June 26 and 27.

Charles Whitcombe (Crewshill) (Capt.).
Archie Compston (Coombe Hill).
H. C. Jolly (Foxgrove).
Abe Mitchell (Private, St. Albans).
Fred Robson (Addington Palace).
W. H. Davis (Wallasey).
Ernest Whitcombe (Bournemouth).

The remaining three will probably be chosen within a fortnight.

TRUTH ABOUT THE MADEIRA REVOLT.

PORTUGUESE DESTROYER SUNK.

[THROUGH REUTER'S AGENCY.]

LISBON, May 5.

Only now that the "war" in Madeira is over is the truth about casualties becoming known, and what rigid censorship and the Government Press has led the World to believe was a scratchless victory turns out now to have cost Portugal the eleven-year-old destroyer Vouga, which sank after a collision, while the auxiliary Ninasa was damaged by rebel shell-fire. The loss of the Vouga was actually denied.

It now transpires that while manœuvring without lights, on April 30, in readiness for the shelling of Machico the Vouga collided with the steamer Pedro Gomes. The Vouga was badly holed and the Commander ordered her to be abandoned. It is claimed that there was no loss of life and that the s.s. Pedro Gomes took the destroyer Vouga in tow, but the latter sank shortly after.

Government's Troubles Not Yet Ended.

LATER.

The Government's troubles are not ended with the suppression of revolts in the Azores and Madeira as it is learned that Portuguese Guinea is still in a state of ferment and that a Government expedition has been sent there, but it is contemplated that the rebels have fled on learning of the defeat of the Madeira insurgents.

LISBON, May 5.

(Delayed by Censor).

There are six dead and 37 injured as the result of riots in Lisbon on May Day.

Three Rebels Killed.

It is also revealed that during the last day of the Madeira "war" three rebels were killed and twelve wounded. Three Government troops were slightly wounded but no civilians were hurt.

British Unmolested.

[BRITISH WIRELESS SERVICE.]

RUGBY, May 4.

Questioned in the House of Commons on the situation in Madeira the Foreign Secretary, Mr. Henderson, said that last Saturday the insurgents telegraphed to the Commander of the Portuguese Government offering to surrender.

Most of the Insurgent Officers and some civilians took refuge in H.M.S. London. Some had already surrendered voluntarily and he anticipated that a satisfactory arrangement with regard to the others would be made shortly.

So far as he was aware, British subjects had in no way been molested. He had no information as to whether damage had been done to British property. The fact that the British Consul had considered that the presence of H.M.S. London was no longer required suggested that British subjects were in no danger. H.M.S. Curlew would remain for the present.

INTERNATIONAL CHAMBERS OF COMMERCE CONGRESS.

HIGH TARIFFS BLAMED FOR ECONOMIC TROUBLES.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 4.

In welcoming the 1,000 delegates of 47 nations at the Congress of International Chambers of Commerce, President Hoover urged business men to pursue disarmament, as it was calculated to do more for economic rehabilitation than any other remedy.

Officials of the Congress are anticipating that, apart from the tangible results of the conference, a psychological effect at the present juncture will sound a note of world-wide confidence.

The wide scope of the agenda, however, will render keen controversies inevitable.

The fringe of this was touched to-day by the Belgian ex-Premier, M. Theunis, whose presidential address created a sensation, singling out high tariffs as "one of the fundamental causes of the present economic troubles."

MR. ALBERT FALL NOT TO APPEAL.

SEQUEL TO OIL SCANDAL.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 4.

The ex-Senator, Mr. Albert Fall, has decided not to appeal at the Supreme Court against the sentence of one year's imprisonment and a fine of $100,000 in connection with the Naval oil leases in California.

PROPOSED NAVAL AGREEMENT.

FRANCE CANNOT ACCEPT ANGLO-ITALIAN TERMS.

[THROUGH REUTER'S AGENCY.]

PARIS, May 5.

The Italian reply to the French counter-proposals, on the subject of the proposed Naval Agreement, was delivered at the Quai D'Orsay yesterday and evoked an outburst of anger by the newspapers which oppose the Italian counter-proposals as vigorously as they did the British counter-proposals, declaring that France though willing to go to the utmost limits cannot accept the Anglo-Italian suggestions, which re-raise the whole question of parity.

Le Journal says the proposals leave France with a superiority of only 63,000 tons over Italy although she had an advantage of 376,000 tons in 1914.

France demands 130,000 tons and this is really less than she might exact.

From the point of view of principle as well as figures the limit of concession has been reached.

MANCHESTER 'QUAKE.

DUE TO "TENDLETON FAULT."

[BRITISH WIRELESS SERVICE.]

RUGBY, May 4.

The earth tremor felt in the Manchester area yesterday lasted for about ten seconds and was of considerable violence, though the damage was mainly confined to wrecked chimneys and dislodged coping-stones.

The worst effects were felt in the town of Eccles, where the population was considerably alarmed.

The tremor is believed to have resulted from the slipping of a large wedge of rock, which extends below the Earth's surface and cuts in between the general strata. It is well-known to geologists as the Tendleton Fault. The last occasion on which a similar occurrence took place in these districts was in 1905, when the tremor was of much lesser intensity.

'QUAKE SHOCKS IN N. WALES.

RUMBLINGS HEARD IN 100 MILES AREA.

[THROUGH REUTER'S AGENCY.]

PORTMADOC, April 15.

That England is not immune from the 'quakes that are troubling the World is also shown by the following extract from a Home paper which arrived here yesterday.

Earthquake shocks, accompanied by loud rumblings lasting ten minutes, caused great alarm in Portmadoc, Penrhyndeudraeth, Pwllheli and other places in South Carnarvonshire, at about noon to-day. A series of loud rumblings and explosions were heard over a hundred-mile area. According to some people there were also two terrific claps of thunder.

The walls and floors of houses were shaken, and alarmed people ran into the streets. Farm and domestic animals were thrown into a state of panic.

People living in the neighbourhood of Carnarvon, which is twenty miles from Penrhydeudraeth, telephoned to the police for information, and a rumour spread that a powder works at Penrhyndeudraeth had blown up.

A curious zigzag cloud formation seen travelling over the sea off Portmadoc suggested a theory expressed by local seamen that one of the explosions was caused by a meteorite falling into the sea. Another theory, inspired by the volcanic origin of the Snowdonian mountains, is that the shock was caused by a volcanic subterranean disturbance in the neighbourhood.

The Sky Darkened.

Mrs. Davies, of Belle Vue, Portmadoc, stated that she definitely felt the floor shake, and she tottered as she ran towards the door. "When I got outside," she added, "I found frightened people grouped in the roadway. The sky darkened, and the birds fluttered about in fright."

Miss Jones, a neighbour of Mrs. Davies, said that the rumblings were like cracks of whips, and were much sharper and louder than thunder. Crockery in the kitchen rattled loudly.

Mrs. Hughes, an elderly woman living at Borthygest, was convinced that the phenomena were earthquake tremors, and recalled a similar happening when she was a girl.

NEW LAND TAX PROPOSALS.

OUTLINED IN HOUSE OF COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 4.

Mr. Philip Snowden outlined the land tax proposals, indicated in the Budget, in the House of Commons this afternoon, when he moved a financial resolution authorising a tax of a penny in the pound sterling annually, beginning with the financial year 1933-4.

He said that the tax did not apply to agricultural land, except in cases of excess above its agricultural value; land used for religious or philanthropic purposes, cemeteries, municipal railways and other statutory and public utility concerns, where unalienable, would be exempted.

The statement that taxation would not be imposed where it did not exceed ten shillings was greeted with Conservative shouts of "bribery."

Mr. Baldwin said that the Opposition would await the introduction of the Bill itself before discussing the proposal at length.

[BRITISH WIRELESS SERVICE.]

RUGBY, May 4.

In the House of Commons to-day the Chancellor of the Exchequer, Mr. Philip Snowden, explained the proposals for the taxation of land values for which, as he announced in his Budget speech, provision will be made in this year's Finance Bill. Though the tax cannot be imposed for two years, by such time the necessary or preliminary valuation can be carried out. He said that the restriction of the use of land was the restriction of human endeavour. Land values were rising in large towns to fabulous prices. The Lordship of Liverpool varied from £635 or £440 per acre, but recently in the same district had been sold for more than £1,000,000 an acre. He described the tax on land as a rent to the community for the property of the community.

The revenue would not be the only advantage but also the effect it would have the effect of cheapening the card.

Valuation Cost.

The first step was valuation. It would begin in October and be completed within two years at an estimated cost of between £1,000,000 and £1,500,000.

Adopting the advice of Mr. Lloyd George, he proposed that it should be as simple and direct as possible, avoiding complexities upon which the former scheme for taxation of Land Values broke down.

There would be between 10,000,000 and 12,000,000 separate hereditaments to value. Values estimated would be made public and he hoped would become in due course the basis for the purchase of land for public purposes and the basis of local rating.

Rate of One Penny in the £.

Mr. Snowden added that the tax, which would be levied at the rate of one penny in the pound, sterling, would not apply to agricultural land, and that land of higher value would be subject to a tax only on excess over its agricultural value. There would be exemption where the total amount payable did not exceed ten shillings—equivalent to the capital value of £120. Certain land would be exempt, such as sites for churches, public buildings, hospitals and land used by railways and other public utility companies. He would not venture to give an estimate of the yield at present.

Practical and Beneficial.

He claimed that the scheme was practical and beneficial and would deal effectively with a great social wrong.

Sir Austen Chamberlain reserved criticism of the opposition till the proposal was available in detail. He said that the effect of the tax would be to put an additional burden of income tax on the class of property which already paid its full contribution.

IRWIN-GANDHI AGREEMENT

BOYCOTT TO BE WITHRAWN.

[BRITISH WIRELESS SERVICE.]

RUGBY, May 4.

Answering a House of Common's question on the Irwin-Gandhi agreement and the economical boycott of British goods, the Secretary for India, Mr. Wedgwood-Benn, said that the purpose of the agreement was to put a stop to the use of the boycott of British goods as a political measure. He had every reason to believe that, speaking generally, the agreement was being implemented and that the discrimination against British goods as such had been in the main withdrawn.

Asked whether it was proposed to transfer further provincial services under devolution rules, and if so, which services, Mr. Benn said that the Prime Minister undertook that an enquiry would be made as to the possibility of introducing by an administrative act, changes which would not necessitate an amendment of the Government of India Act.

No decisions had yet been taken, but important matters under this head would require to be brought directly to the notice of Parliament.

Lord Irwin—Wedgwood Benn Talk.

Lord Irwin had a long conversation to-day with the Secretary for India, Mr. Wedgwood-Benn, and later he had an interview the with Prime Minister.

He is leaving London to-night for North.

(Continued on previous column.)

Sports News

HOME RACING NOTES AND NEWS.

FIRST ACCEPTORS FOR THE JUBILEE.

COMMENTS ON "THE GUINEAS."

[FROM OUR HOME RACING CORRESPONDENT.]

The result of the 2,000 Guineas must have upset the majority of calculations, and goes to prove the danger of relying too much on two-year-old form.

One at least expected to see either Portlaw, Jacopo, Lemnarchus or Doctor Dolittle in the first three.

Cameronian, the winner, raced once only last season and this in a small five furlong handicap at Salisbury in May which he won, nevertheless as mentioned in these columns a few weeks back, F. Darling in this colt was considered to have a "Dark Horse" for the Derby, and having won the Guineas by two lengths, he may quite possibly go on to win the former.

Goyescas by Gainsborough-Zariba, only ran twice last year, winning the Chesham Stakes over five furlongs, and finishing second to Portlaw in the Middle Park Stakes which the latter won with ease.

Orpen had but three outings, and was placed only in his last race, the Maiden Stakes at Newmarket. In the Champagne Stakes, in which a number of the best two-year-olds appeared, he finished last but one. However considerable mention has been made of the improvement in Orpen as a three-year-old.

In the 1,000 Guineas the running was more in accordance with two-year-old form. Four Course proved herself one of the best fillies winning three out of four races including the Gimcrack Stakes at York, while Lindos Ojos actually won six races out of eight in which she ran. Lady Marjorie, trained by M. Hartigan, although winning on three occasions, ran in smaller races, nevertheless at 4-1 she must have started favourite.

Both winners were trained by F. Darling who would appear to have an excellent chance of winning both the Derby and the Oaks.

Many of us like at least to have a small bet on the Derby, but it would seem advisable to wait further details of the actual running of the horses in the Guineas. Additionly there are one or two others about which we have heard but little, and it might be as well to mention Birthday Book, a colt by Son-in-Law owned by Lord Astor.

A Smart Two-Year-Old.

Lord Glanely has a very good two-year-old in Wellington. In the Beckhampton Plate in a field of forty, he won at leisure by 10 lengths, and it cannot be recalled that this race has ever been won by such a margin.

This brings up Banned, a three-year-old colt by Obliterate, who won the Coventry Plate at Kempton Park by twenty lengths. Banned is not entered in any of this season's classics, but it is years since a three-year-old accounted for older horses in such a runaway fashion.

First Year of Rosebery Stakes (Handicap).

This race, a sweepstake of 1070 Sovereigns, was started this year to perpetuate the memory of the late Lord Rosebery, and is run at Kempton Park over 1¼ miles.

Result.

The Masher, 4 yrs., 8st. 5 lbs.	1
Moyresque, 5 yrs., 8st. 9 lbs.	2
Weary Willy, 4 yrs., 8st. 9 lbs.	3

Two lengths; three lengths.
Betting:—10-1, 11-2, 100-8.

Queen's Prize (High-weight Handicap).

Value £1,125 and run over 2 miles at Kempton resulted as follows:—

Trimdon, 5 yrs., 8st. 13 lbs.	1
Coaster, 5 yrs., 9st. 0 lbs.	2
Lop Ear, 4 yrs., 7st. 3 lbs.	3

Three lengths; two lengths.
Betting:—7-2, 100-8, 25-1.

New Work on Racing.

A History of English Turf, in two volumnes, by Captain T. H. Browne for many years Racing Editor of The Field. Published by Messrs. Virtue of Thavies Inn, London.

Ceylon Turf Club Sweep.

The Ceylon Turf Club has started a Sweepstake on the Derby, which they hope will seriously compete with the Calcutta Turf Club Sweep. It is run on the same lines as the latter but tickets are only 3 Rupees, viz., 4s./6d.

The Jubilee.

The Kempton Park Great Jubilee Handicap, value £2,500 to the winner, and over a distance of 1½ miles, will be run on Saturday. First acceptors were as follows:—

Horse.	Trainer.	Age.	Wgt.
Xandover	B. Jarvis	4	9. 7
Rustom Pasha	R. Dawson	4	9. 6
Ut Majeur	R. Dawson	4	9. 0
Diolite	Templeman	4	8. 13
The MacNab	F. Darling	5	8. 8
Lion Hearted	O. Bell	5	8. 4
Lucky Tor	Lawson	9	8. .
Hot Bun	Braime	5	8. 0
The Scout II	Boyd-Rochfort	4	8. 0
Moyresque	Lawson	3	8. 5
Sol De Terre	Boyd-Rochfort	4	8. 5
Caerleon	Lambton	4	8. 4
Flying Argosy	Hy Powhey	4	8. 4
Ghost Train	Gilpin	5	8. 3
Christopher Robin	Gilpin	4	8. 2
Raeedale	Boyd-Rochfort	5	8. 1
Lovat Scout	F. Darling	4	7. 13
Grand Salute	Hogg	4	7. 10
Lord Bill	F. Butters	4	7. 10
Good Fish	Watts	4	7. 9
Six Wheeler	Elsey	6	7. 7
Massai	Sneyd	4	7. 6
Heusky	In France	5	7. 6
Cat O' Nine Tails	R. J. Colling	4	7. 4
Acragas	Boyd-Rochfort	5	7. 4
Fenimore Cooper	Duller	7	6. 12
O'Curry	Persee	6	6. 11
Knoloma	In France	3	6. 9

Last year Lucky Tor (7.8-10 lbs. overweight) was first, Six Wheeler (6.11) second, and Lion Hearted (7.9) third. Won by a length, two lengths dividing second and third.

There are three French horses in the race, and there is no form as a guide except in the case of Xandover who probably is better at a mile.

The latest betting quotes Rustom Pasha at 7-1, Diolite and Flying Argosy at 8-1, and Caerleon and Xandover at 10-1, Personally Raeedale at 100-8, and Christopher Robin at 100-6 make greater appeal.

RACING HISTORY.

CELEBRITIES OF THE TURF SINCE 1903.

THE CAREER OF PRETTY POLLY.

Although not a racing man in the real sense of the expression (a severe kick in the back from a high-spirited filly in the paddock at Epsom caused him to give up "going racing" almost completely), the late Sir Theodore Andrea steeped himself in the romance of the Turf so far that he was able to write a delightful history of the sport. He dealt glowingly with all the glamour and traditions of English racing, bringing his volumes down t. the season of 1903.

The task of carrying on "A History of the English Turf" from that date has devolved on Captain T. H. Browne. It is doubtful whether any man was better qualified for the undertaking. In the "Field," "Country Life," and other journals his descriptions of racing, his able comments on stud matters, and his unprejudiced discussions of the politics of the Turf have given great pleasure to his readers for many years past. Like the late William Allison, to whom he was fidus Achates, Captain Browne interests himself less in betting than in the breeding side of racing, and when a big race is being run he is keener to compare the make and shape of the runners in the paddock than to know what the bookmakers think about their respective chances.

He gives us an exceedingly well-balanced and authoritative story of the racing of the past 28 years, taking us season by season, and doing ample justice to the best thoroughbreds he has seen. Here is a graphic little sketch of that great racing mare Pretty Polly: "Her chief characteristics were great power behind the saddle, beautifully placed shoulders, ample heart room, and a most expressive countenance. It may indeed be said of her that she beamed on all her friends. She had a marked personality of her own, and was very inquisitive. Anything she did not know or recognise she always wanted to investigate. As an instance of this well remember watching her walking down to the course to take her morning exercise before the St. Leger. Just before crossing the road she met a goose. Pretty Polly halted, and did not resume her progress until she had walked round the goose and inspected it carefully from every point of view."

"The Mug."

That eccentric racing character, Mr. "Abington" Baird, is recalled when Captain Browne writes about that great stallion Gallinule. When he was in training that horse was bought by Mr. Baird for 5,100gs. The purchase proved to be anything but remunerative, for Gallinule's tendency to break blood-vessels became more and more pronounced, and he did not succeed in winning even one of the ten races in which he carried the colours of his new owner.

(*Continued at foot of next column.*)

After several attempts to dispose of the horse had failed, Captain Greer bought him for 1,000gs. Mr. Baird, on being informed of the sale, was astonished, and remarked: "Who's the Mug? I hope you've got the money."

Subsequent events proved that if there was a "mug" in the transaction it was not Captain Greer, for few better bargains in the way of horseflesh were ever secured, the stock got by this one thousand guinea purchase winning over a quarter of a million in stakes.

To Captain Browne belongs the credit of having been one of the leaders in the agitation against the admittance of doubtfully or admittedly impurely bred American mares to our General Stud Book. Eventually, the Stewards of the Jockey Club were obliged to take up the matter and passed the rule, in 1913, by which this serious menace to the purity of the British thoroughbred was removed.

The book contains the statistics of each of the seasons covered by Captain Browne. Illustrations include photos of many of the best horses and leading racing personalities of the past quarter of a century. Messrs. Virtue and Co., Ltd., Thavies Inn, E.C. 1, are the publishers of these two handsome volumes at 3gs.

TENNIS EXHIBITIONS.

BRITISH ACE APPEARS.

GOOD ALL ROUND PERFORMANCE.

E. D. Andrews, a British ex-Davis Cup representative, made his first public appearance locally yesterday on the Stand Court of the Hong Kong Cricket Club. He gave a very convincing exhibition, and left an impression which should to draw a better crowd to-morrow when he appears again.

He took part in two doubles matches and came off with credit.

In the first match he partnered E. C. Fincher against P. Kong and Khoo Hooi Hye, which resulted in a win for his pair by 7-5, 6-4. Although the Chinese pair led most of the time in the opening set, Andrews never allowed them much margin, and with Fincher supporting him well, he always kept his opponents thinking what kind of shots he would send over. What impressed the gallery most, perhaps, was the freedom he showed in executing his shots. In any position of the court, he could retrieve himself from a tight position, and immediately from that difficult shot place himself in counter-offensive. When he received service from the left hand court his returns being an object lesson to local players. The direction, angle and speed of his shots are worth trying, and he upset the Chinese couple repeatedly by those returns. He possesses a subtle service, varying it by a little wrist work to put in a fast one or one with plenty of spin, either of which is pretty hard to take. Another marked feature of his performance is that he hits the ball with precision and judgment. In this respect, his volleys were so well executed that they were a treat to watch and difficult for his opponents to take.

He struck better form in the second set, in which he kept up a consistent attack, and although Khoo and Kong did very well in running their opponents closely, it became apparent that Andrews and Fincher would win the set, which they eventually did.

Andrews Develops Blister.

Subsequently Andrews and C. A. L. Rumjahn played against the Rumjahn cousins.

All four went out for their shots unrestrainedly, hard hitting and crisp rallies became the principal feature. Andrews failed to serve as well as he did in the previous match, but improved his volleying. The Rumjahn cousins by their superior combination, took a commanding lead of 5-2, but the other pair asserting themselves at this stage looked able to bring the scores level, failing after reaching 5-3.

Andrews and C. A. L. however outplayed the local champions in the second set by a sparkling exhibition in which they sent over many beautiful and stinging shots. Andrews showed signs of getting in something of his reputed form, but unfortunately he developed a bad blister, which obviously gave him a great deal of trouble, and so after winning the set, he was advised not to continue. They took it at 6-1.

On the whole, however, expectations for a capital match were not quite realised: All four made errors periodically which rather spoilt the general run of play. Andrews seemed to be getting his touch towards the end, and having had some experience now of local playing conditions, he should give an even more convincing performance to-morrow:—

TO-DAY'S PROGRAMME.

Khoo Hooi Hye and P. Kong v. H. D. Rumjahn and S. A. Rumjahn.

Khoo Hooi Hye v. C. A. L. Rumjahn.

U.S. BASEBALL.

DODGERS SHOW IMPROVED FORM.

YANKEES HUMBLE ATHLETICS

New York, April 30.—The Pittsburg Pirates defeated the Cincinnati Reds by 8 to 3 at Forbes Field in Pittsburg, to-day, while the Chicago Cubs and the St. Louis Cardinals, although idle because of rain in St. Louis, retained their leadership in the National League. Ebbetts Field in Brooklyn, the Dodgers pulled out of their slump to whip the Phillies by 6 to 1, and at the Polo Grounds in New York the Giants won by 2 to 1 from the Boston Braves.

Playing in Detroit, the Tigers defeated the Cleveland Indians by 9 to 4 and at Shibe Park in Philadelphia the New York Yankees humbled Connie Mack's Athletics by 7 to 2. It took the White Sox eleven innings to Win by 10 to 9 from the Browns in St. Louis. Because of cold weather at Boston, the Red Sox and the Washington Senators were unable to play.

Johnson, pitching for the Yankees, gave beautiful performance, fanning six of the Mackmen. The Yankees made the ninth inning their best frame. In that inning they scored three runs.

The Tigers outhit and outplayed the Indians. They got off to a flying start in the first inning, when they bunched their hits for four runs and a comfortable lead. Three errors added to the downfall of Cleveland.

Eppa Rixey, pitching for the Reds, blew up completely against the Pirates. They bunched nine hits off the Cincinnati twirler and scored so heavily that they were able to loaf after the sixth inning. Lloyd Waner hit a home run for the Pirates.

Only Two Home Runs.

Waner was the only home run hitter of the day, with the exception of Frederick, who hit for the circuit to help the Dodgers to triumph over the Phillies, the latter being held to one run. The ten bingles yielded to the Quakers were kept well scattered.

The White Sox, with four errors against them, played sloppy baseball, but they bunched their hits at opportune times and in an extra-

(*Continued on next Column.*)

YACHTING.

FOURTH MID-WEEK RACE.

Course:—Quarry Bay Mark Boat (P), Channel Rocks (P). Distance: 4 miles. Start: 5.55 p.m.

"I," "Y" and "G" Classes.

Pos.		Time. Fin.	Cor.
2	Why Wonder (Mrs. Adams)	6.54.33	6.53.33
1	Bluejacket (Mrs. Pickering)	6.52.57	6.51.57
3	Boojum (Maj. P. S. Stewart)	6.54.34	6.53.34
4	Speedwell (Pay.-Lt. Potre)	6.57.38	6.56.38
5	Jessamme (J. C. Richardson)	6.57.09	6.57.09

frame struggle finally managed to vanquish the Browns.

Following are the scores:—

AMERICAN LEAGUE.

	R.	H.	E.
St. Louis	9	10	5
Chicago	10	12	4
New York	7	8	3
Philadelphia	2	6	1
Cleveland	4	7	3
Detroit	0	12	0

NATIONAL LEAGUE.

	R.	H.	E.
Cincinnati	3	8	3
Pittsburg	8	9	1
Philadelphia	1	10	0
Brooklyn	6	10	0
Boston	1	2	0
New York	2	10	1

Following are the standings of the clubs in the major leagues:—

NATIONAL LEAGUE.

	Won	Lost	Pct.
St. Louis	8	3	.727
Chicago	8	3	.727
New York	9	4	.692
Boston	9	5	.642
Pittsburg	6	8	.428
Philadelphia	5	7	.415
Brooklyn	3	10	.229
Cincinnati	1	10	.000

AMERICAN LEAGUE.

	Won	Lost	Pct.
Cleveland	9	4	.692
Washington	8	5	.615
New York	8	6	.571
Detroit	7	7	.500
Chicago	6	6	.500
Philadelphia	5	6	.454
Boston	3	7	.300
St. Louis	3	8	.272

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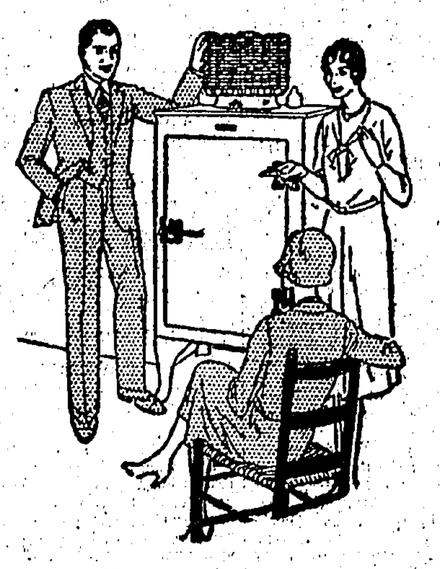

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TO LET.—PRINCE EDWARD ROAD, KOWLOON. 4 Roomed FLAT with All Modern Conveniences and Garage.—Apply to: CREDIT FONCIER D'EXTREME-ORIENT, 4th floor, FRENCH BANK BUILDING. [286

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ATTRACTIVE New 4 Roomed FLATS at 31, VILLAGE ROAD, HAPPY VALLEY. Modern Sanitation, Garage, Teakwood Floor, Gas Connection. Cool and Good Locality.—Apply SECOND FLOOR. [779

FURNISHED FLAT, MAY ROAD, To Let for Six Months from JUNE 1st or END of MAY.—Apply Box 703, c/o *Hong Kong Daily Press.* [703

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MISCELLANEOUS.

JUMBLE SALE—UNION CHURCH HALL—Owing to Unforseen Circumstances the Jumble Sale has been POSTPONED until FRIDAY, JUNE 19TH at 2.30 P.M. [777

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WILL Any Dog Lover, give a Home to an Elderly BLACK and TAN TERRIER who has been rescued from a life of hard work with a professional beggar—Please Write or Call at THE DOG'S HOME, KOWLOON. TEL. 56152.

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PRINTING—Menu Cards, Dance Programmes, Invitation Cards, Bridge Scorers.—Write Box 657, c/o *Hong Kong Daily Press.* [657

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FRANCO-BRAZILIAN RELATIONS.

COMMERCIAL MODUS VIVENDI DENOUNCED.

Rio de Janeiro, April 26.—France has denounced the *modus vivendi* regulating French and Brazilian commercial relations since 1900.

This follows the recent increases in the Brazilian tariffs and retail tax, which have led to a considerable decline in French exports.

In 1929 the value of Brazil's purchases from France was 40 per cent. less than France's purchases from Brazil.

The denunciation will operate from September 10.

ACIDITY CAUSES 90% DIGESTIVE TROUBLE.

While many things, directly or indirectly, may cause stomach trouble, any medical man will tell you that over nine-tenths of all cases of indigestion are due to or accompanied by acidity and food fermentation. Excess acid accumulates in the stomach and turns the food into a souring, fermenting mass, which produces painful gases and still more acid, and is usually directly responsible for indigestion, dyspepsia, heartburn, acidity, flatulence, and gastritis. To rid yourself of this harmful acid quickly, safely and surely, you should take a little 'Bisurated' Magnesia after eating or when pain is felt. This not only gives quick relief by instantly neutralising stomach acid, but soothes and heals your acid-inflamed stomach lining. 'Bisurated' Magnesia (powder or tablets) is sold by all chemists.

TEXACO COMPANY'S ENTERPRISE.

NEW INSTALLATION AT TSUN WAN.

BIG TANKER DUE HERE NEXT WEEK.

Of considerable interest to local users of petroleum products is the announcement, to-day, by the Hong Kong office of the Texas Company (China) Ltd., of the near completion of bulk storage facilities for Texaco petroleum products at Tsun Wan, and the sailing from Los Angeles, on April 10, of the Texas Company's M. V. Australia, one of the world's largest Diesel tankers and the largest ever to visit the Far East, with the first bulk cargo of Texaco kerosene and gasoline for Hong Kong. The M. V. Australia is expected to dock at the Company's terminal on May 10, completing the first trip of a regular bulk cargo service.

Situated at Tsun Wan, on the mainland, the terminal is connected by a specially built roadway to the Castle Peak Road. The site is advantageously located, being protected by Chung Hue Island on the west, and the hills to the east, and is that portion of the harbour, generally sought by small and large craft during typhoon periods.

Modern Terminal.

The terminal is modern and complete in every respect. In addition to the bulk tanks there are a complete and up-to-date can factory, godowns for the storage of lubricating oils and asphalts, a residence for the foreign superintendent and quarters for the employees.

Complete and modern fire fighting equipment has been installed at strategic points throughout the installation.

A reinforced concrete pier, 300 feet long, has been constructed fronting the plant which can accommodate vessels drawing up to 30 feet of water.

The plant in general has been constructed of the best materials available and has been furnished with the very latest in equipment.

The Texas Corporation, U.S.A., of which the Texas Company (China) Ltd. is a subsidiary, is the largest independent oil company in the world with practically world-wide distribution. It is one of the few complete units in the petroleum industry, being engaged in the exploitation, production, refining and marketing of Texaco petroleum products, which are identified the world over by the sign of the Texaco Red Star with the Green T.

THOUGHTS ON FOOD.

COLD MEALS FOR HOT DAYS.

It used to be considered a sign of moral depravity in the young to have any thoughts or tastes on the subject of food. "Eat what is put before you," was a maxim enforced by all self-respecting parents and governors on the children under their charge; nevertheless an extraordinarily detailed acquaintence with the whims of her own digestion was considered a sign of "sensibility" in an adult female. Now-a-days, of course, children are spoilt, and no body has any morals in any case!

Directly the warmer weather sets in, we most of us notice a curious change coming over our mental outlook towards food. The dishes savoured in anxious anticipation at least half an hour before they are put on the table, appear heavy, hot and unpleasing when they are placed before us. The very thought of sitting down to a tiffin of soup, fish, joint and two veg., with perhaps a Welsh Rarebit to follow, makes some of us feel positively faint. We feel urgings towards a higher life, vegetarianism, or even picnics. The "loaf of bread and jug of wine beneath a bough" of Omar, rises in our minds, with perhaps, as an afterthought, a mental vision of that doubtless seductive houri known to history as "thou."

It is not often that you chance upon a place where you can get the perfect cold meal, and there are some, perhaps, who will deny that such a place exists. Let them go to-day to Lane, Crawford's Restaurant. There they will find laid out for their delectation, noble pasties, delicious hams, joints and fowl in cut, lobsters blushing in a sea of mayonnaise, or nicely bedded out in lettuce. Dishes full of crisp cool salads, fruits, and fruit pies, representing nourishment without discouragement even on the hottest days.

THIRTEEN-YEAR-OLD BRIDE.

ILL-TREATED BY HUSBAND'S RELATION.

A Chinese woman was convicted on a charge of assault and neglect of a minor in the Kowloon Magistracy yesterday, when Mr. Hamilton convicted the woman on one count and dismissed her on two other charges.

According to witnesses, the son of the defendent married the complainant on January 21, 1930. The girl, thirteen years old, later ran away from the home of her eighteen-year-old husband because of ill-tratment at the hands of her husband's parents. Medical witnesses stated that the girl was injured and underfed. His Worship asked the youthful husband why he did not protect his wife and he said that he was unaware that she had been maltreated.

What were supposed to be marriage papers were shown to the Court, but these were not regular, being only the fortune teller's statements that the dates of the two person's births agreed and that the marriage would be lucky.

His Worship found the defendant guilty of ill-treatment but dismissed her on charges of keeping an unregistered mui tsai. He sentenced her to one month and ten days' imprisonment but as she had already spent one month in prison she only had to pay five dollars or serve another ten days.

LANDLORD SUES HIS TENANT.

UNSUCCESSFUL SUIT IN SUMMARY COURT.

A landlord's action at the Summary Court yesterday before the Puisne Judge (Mr. Justice Lindsell) against a former tenant was unsuccessful. Chau Sau Hong, of 183, Queen's Road West, claimed one month's rent amounting to $27, a similar sum in lieu of notice, and $45 damages, making a total of $99, from the Kwong Chan firm, of 35, Su Po Road, Kowloon City.

Mr. F. C. E. Rendall appeared for the plaintiff and Mr. M. A. da Silva for the defence.

It was alleged that after the tenancy had lasted for about five years defendant firm gave insufficient notice to quit, but had not, in fact, moved all their goods until several days after the date on which they intended to leave. It was further claimed that the walls and a partition had been damaged during the tenancy to the extent of $45.

In the course of evidence plaintiff denied receiving a previous notice of intention to quit which was adequate, a copy of which was produced.

Judgment was given for the defendant firm.

NEW FIRE FLOAT.

SUCCESSFUL TRIALS IN HARBOUR.

A series of successful speed trials were undertaken by the new fire float of the Hong Kong Fire Brigade yesterday. The trials were carried out in Kowloon Bay in the presence of the Hon. Mr. E. D. C. Wolfe (I.G.P.), Mr. H. T. Brooks (Brigade Superintendent), Mr. B. J. Lacon (Jardine Engineering Corporation), Mr. L. G. Dodwell, Mr. E. Cock, Mr. R. Hall and Mr. J. Crookdake.

The Float, which is fitted with Gardner engines, is an ideal craft for manoeuvring in local waters. She has several natural advantages over the bigger float, in that she starts on compressed air, is then worked on petrol, and finally runs on kerosine. She is fitted with three monitors, to each of which can be applied two 4-inch hose piping. She has a forward searchlight, and astern are compact quarters in which the men can boil coffee, and enjoy a rest.

The engines are supplied by Messrs. Dodwell and Co., and the fire fighting apparatus by the Jardine Engineering Co. The Hong Kong and Whampoa Dock were responsible for constructing the float.

LAMMERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

TO SELL BY

PUBLIC AUCTION

ON

FRIDAY, MAY 8, 1931,

COMMENCING AT 2.30 P.M.

AT THEIR SALES ROOM, 4, DUDDELL STREET,

A LARGE QUANTITY OF FINE BLACKWOOD WARE

Comprising:—

Finely Carved Tables, Opium Stools, Chairs Inlaid with Tailco Stone, Tea Poys, Stools, Chests, Joss Tables, Flower Stands, etc., etc.

and

One Very Fine Carved Blackwood Wardrobe with Bevelled Mirror

also

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

Chesterfield Couch and Armchairs, Bookcases, Glass Cabinets, Dining Table, Dining Chairs, Sideboards, Teak Wardrobe with Bevelled Mirror, Dressing Tables, Chest of Drawers, Teak Bedsteads, Ornaments, Pictures, Vases, Crockery, Glass Ware, Ice Chest, Gramophone and Records, Screen, Blue and White Fish Bowl, Cutlery, Blankets, Linen, Mosquito Nets, Rugs, Bicycle, Glass-top Desk, etc., etc.

also

One COTTAGE PIANO (MOUTRIE).

One THORNTON PICKARD TROPICAL REFLEX CAMERA, 3¼"×2½" Ross F. 2.5 Lense Complete with Carrying Case, etc.

ON VIEW FROM THURSDAY, the 7TH MAY, 1931.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS.,

AUCTIONEERS.

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FIFTH EXTRA RACE MEETING, to be held on SATURDAY, 16TH MAY, 1931 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB and CAUSEWAY BAY STABLES.

Entries CLOSE at 12 O'CLOCK NOON on THURSDAY, 7TH MAY, 1931. [698

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"

Six-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD, KOWLOON,

Detached and Semi-detached Villas Modern Construction with Garage.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

WORK OF F. W. H. MYERS.

A BRILLIANT VICTORIAN.

MR. FENWICK'S ADDRESS TO ENGLISH ASSOCIATION.

A lecture on F. W. H. Myers was delivered by Mr. A. H. Fenwick to members of the local branch of the English Association at the final meeting of the season held at the Cathedral Hall yesterday. Sir William Hornell, presiding at the meeting, confirmed the minutes of the previous meeting which were read by Professor Simpson (Secretary.)

In addressing the meeting, Mr. Fenwick said that he had chosen F.W.H. Myers as the subject of his paper because it had always seemed to him that Myers was one of the most interesting men living during the latter part of the nineteenth century.

Frederic William Henry Myers was born in 1843 at Keswick, in Cumberland. His father was the Rev. Frederic Myers, perpetual curate of St. John's, Keswick. In 1856 he went to school at Cheltenham, where his great ability and particularly his poetic powers were at once recognised.

Myers as a Poet.

After tracing Myers' distinguished career at school, and his subsequent work as a lecturer and school inspector, Mr. Fenwick said that Myers' work in poetry was intermittent. His best-known poem, "St. Paul," was published in 1867. The Dictionary of National Biography says; "His poetic work was known at first to comparatively few, but of late years he had a steadily increasing public; and the compressed force, the ardent feeling, the vivid and finished expression and, above all, the combined imaginativeness and sincerty of his best work could leave few qualified readers in doubt of the genuineness of his poetic gift."

The lecturer went on to deal with the conditions obtaining during the period and the progress of science. He continued that before Myers had left school he had learnt the whole of Virgil by heart; it was not surprising then that among his classical Essays there should be one on Virgil. Myers was indignant at the attacks the critics of the day were making upon Virgil.

In his essay on "Greek Oracles" Myers traced the history of Greek oracular shrines from Homeric times down to 300 A.D., after which they ceased. The lecturer said that the result of these labours was quite short—rather more than a hundred pages in an ordinary octavo volume, or 25,000 words. To obtain this material, Myers ransacked not only latin and Greek classical literature, but the whole of post-classical literature and the Greek and Latin fathers as well for reference to the oracles of Greece.

Psychical Research.

The lecturer sketched at length the part which Myers took in the investigation of strange phenomena. In 1882 he was one of the small group of men, who founded the Society for Psychical Research, whose object was to conduct systematic investigation of those obscure phenomena, hauntings and apparitions, hypnotism, trance utterance, towards which the attitude of the ordinary person was either frank disbelief or unreasoning credulity.

In conclusion the lecturer said that "Human Personality" (a work of Myers) was undoubtedly one of the great books of the last century. It was a courageous attempt to reduce to some sort of order a mass of obscure and perplexing phenomena, and in this it was successful. If it was not equally successful in providing these phenomena with a satisfactory explanation it was at least successful in indicating the general direction in which such explanation must be sought.

Mrs. Southorn Welcomed.

At the close of the lecture, Sir William Hornell said that it was the last meeting of the season, and he would like to say how glad the members and officers were to see Mrs. Southorn back in Hong Kong. It was the intention of the Association to keep the lectures going at all costs, and he proposed a hearty vote of thanks to Mr. Fenwick for his very instructive paper.

Sir William also moved a vote of thanks to Dean Swann for the loan of the Cathedral Hall for the meetings of the Association, which was also endorsed by the large gathering.

TRAFFIC CASES.

RACE FOR HIRE AT CHATER ROAD JUNCTION.

RAN INTO POLICE OFFICERS!

An interesting traffic case at Central Magistracy yesterday before Mr. Schofield was the prosecution of Alla Ditta, an Indian motor driver, for negligent driving in Chater Road and soliciting for passengers.

Mr. L. H. V. Booth, A.S.P., on whose complaint defendant was summoned, stated that at 11.40 p.m. on April 24, he was with Mr. Burlingham, the Kowloon Divisional Superintendent of Police, and Mrs. Booth in Pedder Street, approaching the junction of Chater Road. Defendant's car was stationary or nearly stationary outside Messrs. Komor's. Another car also nearly stationary was at the stand on the left hand side outside Ullmann's.

"We were walking along," said Mr. Both, "and the latter car, which was on its side of the road, came towards us. The other car, driven by defendant, in a race to beat the other car, cut across the stand at 25 miles an hour. There were rickshas there at the time, but these rickshas should not have been there." Mr. Booth added: "I have never seen a car going so fast in Chater Road." He and Mr. Burlingham were in plain clothes."

Defendant's Record.

Traffic Inspector Alexander drew his Worship's attention to the fact that defendant had been convicted for dangerous driving both in 1929 and 1930, and last year he had knocked down a pedestrian.

His Worship fined defendant $25 for dangerous driving, and an additional $5 for soliciting.

Alla Ditta was also summoned for obstruction in Chater Road on April 27. His car was one of three crowded out and parked outside the limit of the stand which accommodates 28 cars. He was fined $5 on this offence.

Driving Without a Permit.

Mr. C. H. Hoare was summoned by Traffic Sergeant Guild for driving private car No. 2634 in Kennedy Road without a permit.

Defendant, after pointing out that the number of the car appearing on the summons was wrong, said he was prepared to admit that he was driving a car.

A fine of $10 was imposed.

Case Dismissed.

Mr. F. R. Zimmern was summoned for sounding his horn unnecessarily in Pedder Street shortly after 7 p.m. on April 22.

Sergeant Guild's case was that he was standing at the junction of the road when he heard the defendant, who was at the wheel of a car outside the Hong Kong Hotel, sounding his horn twice. As he approached defendant again sounded his horn, on this occasion three times. On being questioned, defendant told witness that he was trying to attract the attention of some friends who were standing at the entrance of Mac's Cafeteria. Defendant was unable to produce a driving licence when requested.

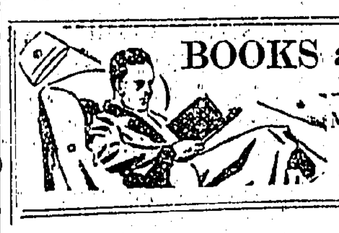
Defendant denied that he sounded his horn unnecessarily. He sounded it only twice to clear a crowd of people who were standing in the way of his car as he was driving it out of the stand.

Mr. J. Kotewall said Mr. Zimmern borrowed his car to take friends home from the pictures. He himself with two other friends were standing under the verandah at the foot of the flight of steps leading into the Cafeteria. He could not say if there were people on the road in the way of the car, but pointed out that the road must have been crowded at that time when people were coming away from the pictures.

The summons was dismissed.

EXCHANGE RATES.

	Rugby, May 4.
Paris	124.40½
New York	4.86¾
Brussels	34.06½
Geneva	25.24½
Amsterdam	12.1
Milan	92.86½
Berlin	20.42½
Stockholm	18.14½
Copenhagen	18.16½
Oslo	18.16½
Vienna	34.66½
Prague	164½
Helsingfors	193½
Madrid	40.85
Athens	375
Bucharest	817
Rio	3 17/32
Buenos Aires	35 15/16
Montevideo	32½
Bombay	1/51 3/16
Shanghai	1/3
Hong Kong	11½
Yokohama	2/- 13/32
Silver (spot)	13½
Silver (forward)	13⅝



BOOKS and READERS

MISS MARJORIE BOWEN'S NEW NOVEL.

AN IRISH TRAGEDY.

BRAVE EMPLOYMENTS. By Marjorie Bowen. Collins. 8s. 6d. net.

Said a French critic: "We each of us make in some degree an historical novel when we open the pages of the historians; for we fill in, according to our own fashion, the outline they trace." Miss Marjorie Bowen quotes the passage in which this sentence occurs as an *apologia* for the historical novel, and the words we have chosen exactly define her method, for it is to the reader's imagination that she appeals throughout with her own more intense imaginative gift. Her novels are always admirably documented. But we forget the history in the story; never does she make the mistake, so often made by Scott and his successors at home and abroad, of seeming to impart information for its own sake.

So it comes about that "Brave Employments" could be read with the keenest interest by one who knew nothing of Irish history during the critical years 1689-91. Few even among the extremists will quarrel with her choice of Patrick Sarsfield as a hero, seeing that he was almost alone in setting love of Ireland above loyalty to any alien sovereign, was incorruptible and a leader of military genius, and more deserving than any soldier of his age of Edmund Spenser's tribute: "I have heard some Great Warriors say, that in all the services which they had seen in foreign countries they never saw a more comely man than an Irishman, nor one that cometh more bravely to his charge." Fewer still will be offended at her choice of the barbaric Lord Galmoy and the Machiavellian Henry Luttrell as the villains of the piece, since the former was unquestionably the murderer of Captain Dixie, whose head was used as a kickball, and the latter, the "bad son of a bad father," was universally distrusted and detested.

Living Portraits.

But all the history is held in solution in the story, as a chemical substance may be dissolved in water, so that the brilliant lucidity of the narrative is unclouded. It is amazing that a woman writer should be able to deal so effectively with the strategy and tactics of the complex struggle for the possession of Ireland between the weak and vacillating James and his just, generous, and resolute opponent. But the reader's attention will be concentrated on the hero, the leader at long last of the flight of the "Wild Geese," and of the three women with whom his life is bound up—the light and lavish Olivia Joyce, who takes her revenge for his tolerant contempt, Honor de Burgh, whom he marries, though she is in love with Berwick, and the mystical Ishma O'Donaghoe, last of a royal race, who represents the Erin of his exultations and agonies. Hideous is the fate prepared for this solitary Deirdre by those who plot against him. We are made familiar with all the personages of two stricken years—the broken James, William, who visits Sarsfield in disguise, Tyrconnel, Berwick, Albemarle, the French Commanders, Galloping O'Hogan, the leader of rapparees, and all the rest. We endure the pathos and the pang, the very *lacrimae rerum*, of frustrated lives, and, as in "The Rocklitz," watch the heavy footsteps of inexorable Nemesis, treading down bright and valiant spirits. It is a tragical masterpiece which faithfully reveals an age that has been, and purges the soul of littlenesses.

AN ADMIRAL'S LANGUAGE.

"PRIVATE SEA JOURNALS, 1778-1782." Kept by Admiral Sir Thomas Pasley, Bart. Edited by Rodney M.S. Pasley. Dent. 16s.

"A pepys of the sea service"—such, we are told, was Thomas Pasley, who kept these diaries. It is an exaggeration, since Pepys confessed to his diary a thousand secrets that he would not have confessed to his fellow-men, whereas Thomas Pasley does not seem to have had any secrets to confess.

At the same time he undoubtedly interests us as a character, and the diaries, kept while he was the middleaged captain of a frigate during the war with the American colonies, gives us, not a bald record of events, but the portrait of a man.

He was, we gather, a simple-hearted sailor, equally given to piety and profanity. He was clearly as peppery as he was corpulent, and he did not conceal his opinion that most of the inhabitants of the earth, except the English, were "damned rascals," and that many of the English were "damned rascals," too.

Sailors and Grog.

When his ship was crossing the Equator he gave his men extra liquor and even "liberty to get drunk if without noise or quarrelling." "Sailors," he reflects, as he enters this incident in his diary, "are indeed unaccountables: Grog is with them the liquor of Life, their *summum bonum*. Yet without those unaccountables, what were Old England? Why, soon a Province of France!"

Perhaps Captain Pasley had not himself an entirely clear conscience in the matter of liquor. At least, he made a surprisingly meek answer (for him) to one of his men whom he had ordered to be flogged for being drunk on duty and who thereupon accused him of a similar lapse. Part of the account of this curious incident runs:

Flog'd Samuel Hall for Drunkenness and Mutiny, who told me that I had declared I would Flog every Man I saw drunk, and that he had seen me so once having Company on board in a harbour. I confessed that he had reason to say that I was that day in Liquor, but there was a considerable difference—I had no duty to do, and always retained sufficient sense to walk quietly to my bed.

Dancing on the Sabbath.

Captain Pasley, however, though he would defend himself, never silenced the reproaches of conscience. We find him on one occasion remorsefully confessing that he had danced on board ship on a Sunday. "There was in the Evening a Dance," he writes, "which I (though Sunday) being Old and foolish, partook in and stayed till past Midnight." At another time, after two of his men have been accidentally blown to pieces, his sense of his sinfulness is so overwhelming that he longs to retire from the service on the ground that "a Sea Life is a bad preparation for a future state.

The Plague of Scurvy.

Much of Captain Pasley's business consisted in escorting merchant-ships to England during the war with America and France, and his diaries bring home to us the tedium as well as the perils of the work, with men dying in batches from scurvy, with the merchantships disobeying orders, and with cheats waiting to rob the sailor at every port of call.

Those who go to the diaries expecting vivid narratives of sea-fights will be disappointed. It is the frankness with which Pasley expresses his likes and dislikes, his prejudices about men and things, that is the salt of the book. One likes him best at such a moment as that when, having been enthusiastically kissed by some French prisoners, he jots down in his diary: "Nasty Dogs—I hate a Man's Kiss."

DICTIONARY OF FOREIGN BANKING TERMS.

Mr. Herbert Scott's dictionary of "English, French and German Banking Terms" has been revised and considerably enlarged in a third edition which is now published (Effingham Wilson, 10s.). Mr. Scott arranges phrases and correspondence in parallel dictionary form, and makes his work of great assistance to those with a knowledge of English, French, or German, in dealing with major difficulties by the inclusion of the less obvious phrases and definitions. To this end, also, the subject-matter is arranged alphabetically under Keywords, and the system adopted for indexing and cross-indexing ensures rapid reference in any of the given languages.

AN HEIR OF GRACE.

"THE STRANGE YOUNG MAN." By Louise Gerard. Mills and Boon. 7s. 6d.

The strange young man was strangely worried, strangely well-mannered, and strangely wealthy. He was also a stranger to his relations. His occupation was strange: frustrating a gang of blackmailers.

The author takes us to Bangkok, Pekin and Hawaii, but this story of the vicissitudes of the successor to an ancestral title remains rather too thin and heiry. But Miss Gerard excites us by tales of cobras, of death in the crater of a volcano, and of a mysterious man appropriately called De Ath. Her numerous and pulsatingly expectant readers may be assured that this is Miss Gerard at her most typical.

SHENSI IN GRIP OF FAMINE.

ONE MILLION FACED WITH STARVATION.

THOUSANDS GIVEN RELIEF.

Sianfu, April 21.—Famine conditions in Central Shensi are still acute. One-third of the total area is seriously affected and roughly one million people are in a state of starvation. In many districts north of the Wei River no crops have been planted owing to lack of seed. Whole villages are deserted, houses torn down, and the timber, farm implements and cattle all sold.

In the less affected areas the crops planted are doing well. The recent heavy rains have saved the situation and there should be a splendid harvest in these districts. The increased food supply consequent upon a good harvest will probably be enough to meet the needs of all, having regard to the fact that the population has been reduced by famine to the extent of two to three millions.

The immediate problem is how best to tide these starving people over the few remaining weeks to harvest. Grain distributing centres have been opened up in the worst affected areas and many thousands are receiving benefit in this way. Ten refugee centres for famine children were established two years ago and are still being maintained. Generous help has come in from all sources, both Chinese and foreign, and strenuous efforts are being put forth to save as many starving folk as possible.

Irrigation Scheme.

The Wei Pei Irrigation Scheme is being pushed forward as rapidly as possible and may be completed by next July—it depends on whether the dam across the Ching River can be built before the river rises. When finished, approximately one million mow of land will come under irrigation. The scheme does not meet the immediate need but will do much to prevent famine in a considerable section of the Wei Valley in the future.

The China International Famine Relief Commission are co-operating with the local government in this scheme, which is costing $1,000,000. The local government is providing half the funds.

The scheme was mooted years ago, but owing to the unwillingness of the provincial government at that time to co-operate it was never put through. Had it been accomplished ten years ago, when the C. I. F. R. C. offered to loan $570,000, Shensi would have been saved untold suffering during these three terrible years of famine. It speaks well for the present Chairman, Yang Hu-chen, that he has shown his practical sympathy with the suffering people by his willingness to co-operate in this scheme at a time when the provincial finances were never at a lower ebb.

(*Continued on next Column.*)

INDIAN COTTON POLICY.

LANCASHIRE RESOLUTION OF PROTEST.

BOYCOTT OF BRITISH GOODS.

Blackburn, April 28.—All branches of the British cotton trade were represented here to-day, as 3,000 delegates assembled to pass unanimously a resolution protesting strongly against the Indian Government's economic policies.

The resolution also condemns the boycott against Lancashire goods as adopted and enforced by the All-India National Congress.

"The welfare of the Indian consumer is being sacrificed to the short sighted, selfish policy of a small industrial group wishing to maintain higher price levels than are warranted," the resolution declares.

"The hostility toward Great Britain and particularly to Lancashire, as expressed by the boycott, has been cultivated beyond all economic reason. It has been cultivated even to the extent of encouraging the consumption of foreign goods in preference to British goods," the resolution continued.

The 3,000 representatives of the cotton trade demanded a cessation of hostility in India toward Great Britain. They urged the British Government to make strong representations to the Indian Government for an end of the boycott against Lancashire goods in England. They urged the British Government to exert its influence with the Indian Government to bring about a reduction in the Indian import duties on textiles.

Mill-owners and operatives were represented at to-day's meeting

WAR DEBTS LIKELY TO BE REOPENED.

GERMAN BANK GOVERNOR'S SPEECH.

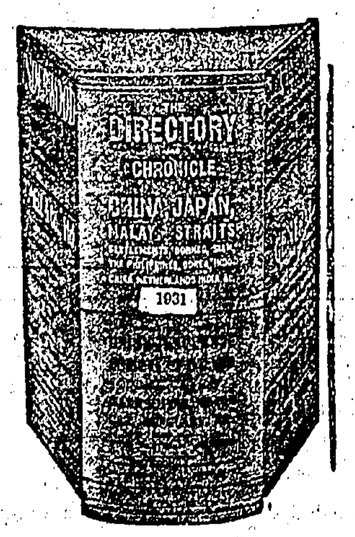
Berlin, April 30.—The speech made yesterday by the Governor of the Reichsbank, Dr. Luther, tracing the world's economic ills to gold-hoarding and reparation payments, has made a deep impression throughout Germany and moreover evoked a loud echo in London and Paris.

Amongst the French papers *Le Journal* construes Dr. Luther's address as a confirmation of the reports that the Reich in the course of the next few months intends to reopen the reparations issue. In a similar sense, the London *Daily Express* forecasts a German initiative in an attempt to solve the entire war-debts problem, basing its prophecy, however, not so much on Dr. Luther's speech as on the journey to the United States of American Ambassador to Berlin, Mr. Frederic M. Sackett, who, the London paper asserts, is carrying with him to Washington a proposal formulated by Chancellor Bruening and Dr. Curtius and suggesting that the American Government enter into negotiations with the other Powers to ease the Reich's Young Plan burdens either directly or indirectly.

Still, according to the *Daily Express* German's, chief argument is that since the ink has dried under the Young Plan the slump of world-market prices and the soaring of the gold-prices have automatically increased the Reich's obligations as well as the inter-Allied debt payments by 30 per cent, wherefore, the *Daily Express* finally reports, the German government argues in that alleged memorandum that it feels perfectly justified to appeal to the largest creditor and possessor of the greatest gold reserves to give a lead to the world and to co-operate with the others in its economic recovery.

While these utterances of the London paper must be regarded as significant of the expectations of certain circles in Great Britain, it must be noted that so far it has not been possible to get here either a denial or a confirmation of the contents and even of the actual existence of such a memorandum of which the London papers claim to know the contents.

HAVE YOU GOT YOUR COPY?



You will undoubtedly find it useful, but there may be something with which you are not quite satisfied. If so please let us know.

We want to make THE DIRECTORY AND CHRONICLE OF THE FAR EAST an even more useful encyclopedia of information than it is at present, and any suggestions that you may have to offer will be most welcome.

1931

DIRECTORY & CHRONICLE

OF

CHINA, JAPAN, MALAY STATES, STRAITS SETTLEMENTS, BORNEO, SIAM, THE PHILIPPINES, COREA, INDO-CHINA, NETHERLANDS INDIA, &c.

Published Annually since 1862.

By the HONG KONG DAILY PRESS, LTD.

11, Ice House Street, Hong Kong.

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "TRIER" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Steamer "TRIER" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG ex S.S. "BONN," S.S. "JELOR," S.S. "BEIRA," S.S. "ELECTRA," S.S. "ALK" and S.S. "STAR" from OSLO, COPENHAGEN, GOTHENBURG, ABO and HANGO.

All Goods remaining undelivered after the 11th of May, 1931, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Asho, at 10 a.m., on the 9th of May, 1931.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Countersignature.

MELCHERS & CO.,
Agents:
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 4th May, 1931. [701

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "MENESTHEUS"

FROM NEW YORK VIA MANILA

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 4th May.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 11th May will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 25th May, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
4th May, 1931. [697

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENRINNES."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th May, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., LTD.,
Agents.
Hong Kong, 29th April, 1931. [678

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "TIRPITZ" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th May, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 4th May, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 19th May, or they will not be recognized.

No Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.,
Agents.
Hong Kong, 28th April, 1931. [674

DIRECT SAILINGS
TO
NEW YORK
VIA PANAMA

Weekly Trans-Pacific Service

To San Francisco, Los Angeles and New York via Panama		To Seattle and Victoria	
The Sunshine Belt via Honolulu		*The Short, Straight Route to America*	
Fortnightly sailings on Tuesdays.		Fortnightly sailings on Sundays.	
Pres. Cleveland	May 12	Pres. Madison	May 17
Pres. Pierce	May 26	Pres. Taft	May 31
Pres. Wilson	June 9	Pres. Jefferson	June 14

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE

From HONG KONG to NAPLES ... ... £152. 5. 0d.
" " " MARSEILLES ... £161. 0. 0d.
" " " LONDON ... ... £169. 15. 0d.

Full particulars upon application.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria Naples, Genoa, Marseilles, New York and Boston.

Pres. Hayes	May 17, 8 a.m.	Pres. Monroe	June 14, 8 a.m.
Pres. Fillmore	May 31, 8 a.m.	Pres. Van Buren	June 28, 8 a.m.

To Manila

Pres. Madison	May 9, 4 p.m.	Pres. Madison	May 23, 4 p.m.
Pres. Pierce	May 19, 4 p.m.	Pres. Jackson	June 2, 4 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from North China ports May 12.
Alipore due from Japan May 26.
Alster due from Japan May 12.
Asama Maru due here May 22.
Asuka Maru due here May 22.
Atsuta Maru due here May 19.
Bengal Maru due here May 28.
Benvannoch due from Singapore May 6.
Burdwan due from Japan May 30.
Calchas due from North ports May 26.
City of Batavia due from Europe May 27.
Comorin due from Japan May 23.
Cremer due from Swatow May 6.
Dorffinger due from Europe June 1.
Diomed due from Europe May 18.
Duisburg due from Japan May 23.
Durban Maru due here May 24.
Elpenor due from Japan May 20.
Emp. of Asia due from Vancouver May 27.
Emp. of Japan due Yokohama May 9.
Emp. of Russia arrived from Manila May 5.
General Metzinger due from Japan May 12.
Glenluce due from Japan May 7.
Glenogle due from Europe May 10.
Glenshane due from Europe May 24.
Hakusan Maru due here May 15.
Haruna Maru due here May 29.
Havelland due from Europe May 13.
Heian Maru due here May 29.
Hiye Maru due here May 24.
Hosang due from Straits May 8.
Iyo Maru due here May 10.
Kalyan due from Shanghai May 8.
Kashgar due from Europe June 4.
Kashima Maru due here May 16.
Kashmir due from Singapore May 7.
Kidderpore arrived from Shanghai May 5.
Kitano Maru due here May 22.
Kuma Maru due here May 24.
Lahn due from Europe May 15.
Malacca Maru due here May 26.
Matsuyo Maru due here May 6.
Meriones due from Europe May 22.
Morioka Maru de here May 19.
Nagato Maru due here May 7.
Patroclus due from Europe May 30.
Penang Maru due here June 7.
Pres. Hayes due from Honolulu May 16.
Pres. Madison due from Shanghai May 8.
Protesilaus due from Japan May 7.
Rakuyo Maru due here May 10.
Ramses due from Europe June 7.
Rangoon Maru due here May 14.
Ranpura due from Europe May 21.
Rhineland due here May 13.
Santhia due from Calcutta May 23.
Sauerland due from Europe May 24.
Sirdhana due from Japan May 12.
St. Albans due from Australia June 3.
Taiping due from Australia May 12.
Taiyo Maru due here June 7.
Takada arrived from Amoy May 4.
Talma due from Calcutta June 2.
Tango Maru due here May 29.
Tanda due from Manila May 8.
Tatsuta Maru due here May 8.
Theseus due from Europe May 9.
Tilawa arrived from Straits May 5.
Tjikarang arrived from Manila 5.
Tjikembang due from Shanghai May 10.
Tokiwa Maru due here May 26.
Toyooka Maru due here May 15.
Trave due from Japan May 10.
Vogtland due from Japan May 9.
Wakasa Maru due here May 10.
Yasukuni Maru due here May 28.

CLEARANCES.

May 5.

An Lee, for Haiphong.
Apoey, for Singapore.
Chung Hwah, for Hongay.
Chaksang, for Shanghai.
Cracovia, for Shanghai.
Haiyang, for Swatow.
Kaiapoi, for Canton.
Kamakura Maru, for Kobe.
Kiangsu, for Bangkok.
Kidderpore, for Singapore.
Pres. Cleveland, for Manila.
Sancho Maru, for Canton.
Sinkiang, for Shanghai.
Solna, for Miri.
Sunkong, for K. C. Wan.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	TUESDAY, MAY 5.	Buyers	Sellers	Sales	Nominal
				Banks				
$2,025	...	$2,040	...	H.K. Banks	$2,030	...	$2,035	...
...	...	...	£110	Do. (London)	...	...	...	...
...	...	...	£14½	Chartered Banks	...	...	...	£16½
...	...	...	£23¾	Mercantile Bks. "A"	£24	...	...	...
...	...	...	£12½	Do. "O"	£11	...	...	...
$120	...	...	...	Bank of East Asia	$120	...	...	...
				Insurances				
...	...	...	$1,400	Canton Insurances	$1,365	...	...	...
$1.90	...	...	...	Underwriters	$1.80½	$5	...	...
...	...	...	...	North Chinas	...	...	...	T160
$630	...	$635	...	Union Insurances	$625	...	635/40	...
...	...	...	...	Yangtsze Insurances	...	...	...	$60
$625	...	...	...	China Fires	$535	...	...	...
...	...	...	$1,300	H.K. Fires	...	...	...	$1,305
				Shipping				
$23½	...	...	...	Douglases	$22	...	...	...
...	...	...	$27½	Steamboats	$27	...	...	...
...	...	...	$40	Indos (pref.)	...	...	...	$40
$30	...	...	...	Do. (def.)	...	...	...	$25
...	...	...	53/1½	Shell Transports	53/9	56/3	...	...
$27½	...	...	...	Water-boats (old)	$26½	...	$27	...
...	...	...	...	Do. (new)	$26½	...	...	...
				Mining				
...	...	...	$9½	Benquets	...	$10	...	...
$3½	...	...	...	Venzuela Gold Flds.	...	$3.75	...	...
...	...	...	27/6	Kailans	...	...	...	33/-
...	...	...	...	Langkats (comb.)	...	...	...	T.12½
...	...	...	T.6½	Do. (single)	...	...	...	$5½
...	...	...	T.2	Explorations	...	...	...	T.2
...	...	...	T.6½	Shanghai Loans	...	...	...	T.6
...	...	...	$38½	Raubs	$38½	...	...	...
...	...	...	...	Tronoh Mines	...	...	...	15/-
				Docks, Wharves, Godowns, etc.				
...	...	...	$164	H.K. & K. Wharfs	$163	...	...	...
$5.60	$5½	$5.80	...	Providents (old)	...	$5.85	...	...
...	...	$8½	...	Do. (new)	...	$2.75	...	...
$29½	...	...	...	H.K. Docks	$29	...	...	...
...	...	...	$10	South China Motors	...	...	...	$10
...	...	...	T.112	Shanghai Docks	...	...	...	T.113
...	...	...	T.6	New Engineerings	...	...	...	T.6
...	...	...	T.290	Hongkews	...	...	...	...
				Lands, Hotels, and Buildings				
$15½	$15.60	$15½	...	H.K. & S. Hotels	$15.40	$15.50	15.30/.	55
$3½	...	$4	...	Do. rights	$4.20	...	...	...
...	...	...	$14½	Do. ex rights	...	...	...	...
$91½	...	$91/1	...	H.K. Lands	$91	...	$91½	...
T.29	...	...	...	Shanghai Lands	...	...	...	...
...	...	...	$11.80	H.K. Realtys	$11.75	$11.90	$11.75	...
...	...	...	$17	Humphreys (old)	$17	...	$17	...
...	...	...	$15½	Do. (new)	$16½	...	...	...
$90	...	...	...	Chinese Estates	...	...	...	...
				Cotton Mills				
T13.30	...	T13.70	...	Ewos	...	T.13½	...	...
...	...	...	T.161	S'hai Cottons	...	T.106	...	...
...	...	...	T.11½	Zoong Sings	...	...	...	T.11½
				Public Utilities				
$19½	...	...	...	Tramways	$19.10	...	19.10/.	25
...	...	...	$14½	Peak Trams (old)	...	...	...	$14½
...	...	...	$6½	Do. (new)	...	...	...	$7
...	...	...	$94.65	Star Ferries	$94	...	...	...
$26.40	$26½	...	...	China Lights	$26.50	...	$26½	90
...	...	...	$82	H.K. Electrics	...	...	...	$82½
...	...	...	$23	Macao do.	...	...	...	...
...	...	...	$12	Sandakan Lights	...	...	...	...
$53½	...	...	...	Telephones (fully pd.)	...	...	...	...
$42½	...	...	...	Do. (part pd.)	$42	...	...	...
...	...	...	T18.20	China Buses	...	...	...	...
...	...	...	6/6	Tractions	...	...	...	7/-
...	...	...	19/-	Do. (pref.)	...	...	...	...
				Industrials				
...	...	...	$0.80	China Sugars	...	...	...	...
...	...	...	$39	Malabon Sugars	...	...	...	$37
...	...	...	T.14	Caldbeck, (ord.)	...	...	...	...
...	...	...	T.10½	Macgregors (pref.)	...	...	...	...
...	...	...	$3.60	Canton Ices	$3.60	...	...	...
$18.40	...	...	...	Cements (comb.)	$18½	...	18.30/.	45
$12½	...	...	...	Do. (old)	...	...	...	$14
...	...	...	$5.15	Do. (new)	...	...	...	$4
$20½	...	$19	...	Ropes	$19	...	$19.20	...
				Miscellaneous				
$27½	...	$27½	...	Dairy Farms	$27½	$27½	$27½	...
...	...	...	$1	Dor A. Wings	...	...	...	...
...	...	...	$26	Amusements, (old)	...	...	...	$26½
...	$24	...	...	Do. (new)	...	$24	...	...
...	$19.60	...	$7½	Chin. Entertainm'ts.	...	$19½	...	...
...	...	...	...	Constructions	$7.80	...	...	...
$6	$6.10	...	...	Lane Crawfords	$6.10	...	$6.10/.	15
...	...	...	$18	Mackintoshs	...	...	...	...
...	...	...	...	Nanyang Tobacco	$4	...	...	...
...	...	...	$14½	Sinceres	$15½	...	...	...
...	$14.35	...	...	Watsons	$14	...	...	...
...	...	...	$4	Wm. Powells	...	...	...	$4.10
70%	...	...	...	B. Ind. G.S Bonds	70%	...	...	...
...	3%	prem.	...	H.K. Govt. Loans	$102	...	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS. From G.P.O.	WEEK DAYS. From Sheungwan Branch P.O.	SUNDAYS & HOLIDAYS. From G.P.O.	SUNDAYS & HOLIDAYS. From Sheungwan Branch P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.30 a.m. & 7.00 p.m.	7.15 a.m. & 5.00 p.m. Sundays 5 p.m. only	7.30 a.m. & 7.00 p.m. Sundays 7.00 p.m. only
Macao & Taishan	7.15 a.m. & 1.15 p.m.	7.30 a.m. & 1.30 p.m.	7.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	7.30 a.m. & 1.30 p.m. Sundays & 8.30 a.m. only
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukong (except Saturdays)		6.00 p.m.		6.00 p.m.
Fatshan (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	9.00 a.m.		9.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 3.00 p.m.		11.0 a.m.	
Choungchow	12.30 p.m. & 4.30 p.m. Saturdays 1.00 p.m. & 4.30 p.m.		11.00 a.m. & 4.30 p.m.	
Aberdeen	8.30 a.m.		8.30 a.m.	
Stanley	1.00 p.m.		1.00 p.m.	
Autan, Pingshan, Santin, Shatin, Shatankok and Sheungshui	3.00 p.m.		10.30 a.m.	
Saikring	4.30 p.m.		4.30 p.m.	
Namtau, Shekki & Taiping Fumtin		7.00 p.m.		7.00 p.m.

FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

The postage on printed papers for China and Macao is 2 cents for each two ounces or part of two ounces; and to all other destinations 4 cents for each two ounces or part of two ounces.

INWARD MAILS.

FROM	PER	DUE
AMOY and SWATOW	*Cremer*	6th May
SHANGHAI and SWATOW	*Szechuen*	6th May
EUROPE via SUEZ (Letters and Papers, London, 9th April,) and Parcels, 2nd April	*Kashmir*	7th May
JAPAN and SHANGHAI	*Kalyan*	8th May
AUSTRALIA and MANILA	*Tanda*	8th May
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 12th April)	*Pres. Madison*	8th May
CALCUTTA and STRAITS	*Hosang*	8th May
SHANGHAI and AMOY	*Tjikembang*	10th May
JAPAN and SHANGHAI	*Gen. Metzinger*	12th May
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 17th April)	*Pres. Hayes*	16th May

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE and TIME
		Wednesday, 6th,
Rabaul	*Bremerhaven*	10.30 A.M.
Formosa	*Haidia*	2.30 P.M.
Amoy	*Taiyuen*	3.30 P.M.
Manila, Australia and New Zealand via Brisbane—due Brisbane, 20th May	*Melbourne Maru*	Parcels 3.00 P.M. Reg. 4.15 P.M. Letters 5.00 P.M.
		Thursday, 7th,
Straits	*Cremer*	10.30 A.M.
Swatow	*Hydrangea*	3.00 P.M.
Amoy	*Tilawa*	5.00 P.M.
Shanghai, Japan, Canada, U.S.A., C. and South America and *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 25th May, and *EUROPE via Siberia	*Emp. of Russia*	Parcels 5.00 P.M. Reg. 8th, 9.15 A.M. Letters 10.00 A.M.
		Friday, 8th,
*Shanghai and *Japan	*Kashmir*	10.00 A.M.
Hoihow, Pakhoi and Haiphong	*Kiungchow*	10.00 A.M.
Swatow, Amoy and Foochow	*Hai Ching*	1.00 P.M.
	Kowloon P.O.	Parcels 4.30 P.M. Reg. 9th, 9.00 A.M. Letters 10.00 A.M.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 6th June	*Kalyan*	*G.P.O.* Par. 8th, 5.00 P.M. Reg. 8th, 9.45 A.M. Letters 10.30 A.M.
		Saturday, 9th,
Shanghai, Japan and *EUROPE via Siberia	*Tanda*	12.30 P.M. Parcels Noon
Straits and Calcutta	*Kumsang*	Letters 1.00 P.M.
Amoy	*Anshun*	5.00 P.M.
		Sunday, 10th,
Saigon	*Chinhua*	9.00 A.M.
Bangkok via Swatow	*Kwangchow*	9.00 A.M.
Swatow, Amoy and Formosa	*Canton Maru*	9.00 A.M.
		Tuesday, 12th,
Manila and Java via Sourabaya	*Tjikembang*	9.30 A.M.
	Kowloon P.O.	Reg. 1.00 P.M.
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 13th June	*Gen. Metzinger*	Letters 1.00 P.M. *G.P.O.* Reg. 1.45 P.M. Letters 2.30 P.M.
Straits, *Ceylon, *India, *Mauritius, *East and *South Africa, *Egypt and *EUROPE via Marseilles—due Marseilles, 13th June	*Aeneas*	2.00 P.M.
Swatow, Amoy and Foochow	*Hai Ning*	2.00 P.M.
Swatow and Foochow	*Hseong Shing*	5.00 P.M.
		Wednesday, 13th,
Sandakan	*Hinsang*	10.30 A.M.

*Superscribed correspondence only.

FIRST BOOK YOUR PASSAGE

and then send a Chit to 11, Ice House Street, ordering the *Weekly Press* to be sent to you for Three, Six, or Twelve Months—or longer! Enclose Notes or Cheque for $4.50, $9 or $18, and

WE WILL DO THE REST.

CHINA NAVIGATION
COMPANY, LIMITED.

Swatow, Shanghai & Tsingtao	"SINKIANG"	On 6th May,	9 a.m.
Amoy & Shanghai	"TAIYUAN"	On 6th May,	5 p.m.
Hoihow, Pakhoi & Haiphong	"KIUNGCHOW"	On 8th May,	Noon
Amoy, Swatow & Singapore	"ANSHUN"	On 10th May,	D.L.
Swatow, Shanghai & Tsingtao	"SZECHUEN"	On 10th May,	9 a.m.
Saigon	"CHINHUA"	On 10th May,	Noon
Swatow & Bangkok	"KWANGCHOW"	On 10th May,	2.30 p.m.
S'hai., Newchwang & Dalny	"LINAN"	On 11th May,	5 p.m.
Swatow, Shanghai & Tsingtao	"SOOCHOW"	On 12th May,	9 a.m.
Amoy & Shanghai	"TSINAN"	On 13th May,	5 p.m.
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"KUEICHOW"	On 15th May,	Noon
Swatow, Shanghai & Tsingtao	"SHANTUNG"	On 17th May,	10 a.m.
Hoihow, Pakhoi & Haiphong	"KINGYUAN"	On 22nd May,	Noon
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"HUICHOW"	On 28th May,	Noon

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
Telephone 30331.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

TRAVEL A-O LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE · TAIPING (OIL BURNERS)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £76 RETURN.
" " " " LONDON (via Australia) from £136-15-0.
(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
Taiping	12th May	19th May	22nd May	7th June
Changte	12th June	19th June	22nd June	8th July
Taiping	10th July	17th July	20th July	4th Aug.
Changte	11th Aug.	18th Aug.	21st Aug.	6th Sept.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "DANMARK"
on or about 20th MAY
for PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

Other Sailings:—	Shanghai, etc.	Continent, etc.
M.S. "Danmark" ...	—	20th May
M.S. "Malaya" ...	28th May	28th June
M.S. "Afrika" ...	27th June	28th July
M.S. "Chile" ...	30th July	30th August
M.S. "Danmark" ...	28th August	28th September

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
Telephone 24071. MERCANTILE BANK BUILDING, Agents. [41

PRINCE LINE

FREQUENT SERVICE
TO
BOSTON AND NEW YORK
CALLING AT NAPLES

SIAMESE PRINCE ... ... May 19th
MALAYAN PRINCE ... ... June 2nd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to:—
FURNESS (FAR EAST) LIMITED.
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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	MAY 4, 1931. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millrs.	Temperature	Visibility	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)	MAY 5, 1931. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millrs.	Temperature	Visibility	Wind Direction	Wind Force (Beaufort)	Weather (Beaufort)
Wladivostock	12	30.15	765.9	44	...	SE	5	c	6	30.06	763.5	43	...	...	0	o
Nemuro	11	30.08	764.0	...	...	SSE	1	...	5	30.06	763.5	...	...	SE	1	...
Hakodate	"	30.18	766.5	...	...	NW	1	...	"	30.20	767.0	...	...	...	0	...
Tokio	"	30.30	769.5	...	...	SW	1	...	"	30.34	770.5	...	...	S	1	...
Kochi	"	30.30	769.5	...	...	SE	1	...	"	30.28	771.5	...	...	WSW	1	...
Nagasaki	"	30.30	769.5	...	...	SE	1	...	"	30.30	769.5	...	...	SE	1	...
Kagoshima	"	30.30	769.5	...	...	SSE	2	...	"	30.28	769.0	...	...	E	1	...
Oshima	"	30.20	767.0	...	...	S	1	...	"	30.20	767.0	...	...	SE	1	...
Naha	"	30.18	766.5	...	...	SE	1	...	"	30.12	765.0	...	...	ENE	3	...
Ishigakijima	"	30.10	764.5	...	..	ENE	5	...	"	29.98	761.5	...	...	E	3	...
Bonin Island	"	30.00	762.0	...	...	E	3	...	"	30.18	766.5	...	...	NE	1	...
Chefoo	15	30.14	765.5	...	...	NNE	1	...	"	29.92	759.9	62	...	S	4	o
Shanghai	14	30.00	762.0	73	...	S	6	b	6	29.97	761.2	65	6	SSE	4	o
Gutzlaff	"	30.04	763.0	76	6	SE	4	c	"	30.09	764.3	68	...	SE	6	o r
Wenchow	"	30.28	769.1	62	...	SE	6	o	"	30.02	762.5	65	6	ESE	4	r
Foochow	"	29.08	764.0	68	8	NE	2	o	6	29.93	760.2	69	4	N	2	o
Amoy	"	29.97	761.2	69	4	N	2	d	7	...	...	...	...	...	...	...
Swatow	"	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...
Taihoku	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Taichu	11	29.96	760.9	85	...	E	4	c	5	29.92	760.0	74	...	ESE	4	o
Tainan	"	29.95	760.7	86	...	...	0	bc	"	29.92	760.0	72	...	...	0	bc
Koshun	"	29.93	760.1	86	...	NW	2	b	"	29.89	759.1	74	...	...	0	o
Pescadores	"	29.91	759.8	91	...	NE	2	bc	"	29.89	759.1	76	..	ENE	4	r
Hong Kong	14	29.94	760.6	81	...	NNW	2	b	"	29.89	759.3	74	...	NNW	2	r
Gap Rock	"	29.87	758.7	76	6	E	4	c	6	29.86	758.4	73	4	E	3	om
Macao	"	29.86	758.4	77	7	ENE	5	o	"	29.84	757.9	78	7	ENE	4	o
Hoihow	"	29.84	758.0	76	4	SE	4	o	"	29.83	757.6	74	4	BSE	4	o
Pratas Island	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Phulien	"	29.88	758.9	76	6	...	0	r	6	29.85	758.2	79	8	E	4	o
Tourane	15	29.72	754.9	85	8	S	8	c	7	29.75	755.5	79	6	S	4	c
Cape St. James	"	29.76	755.8	86	8	SE	2	b	"	29.76	755.8	79	8	SSW	2	b
Basco	"	29.78	756.8	88	8	E	4	c	"	29.84	758.0	83	8	...	...	bc
Aparri	14	29.85	758.2	86	8	SE	4	bc	6	29.86	758.5	79	6	SE	4	d
Tuguegarao	"	28.79	756.6	91	4	NNE	4	b	"	29.84	756.9	77	8	...	0	b
Vigan	"	29.76	755.8	94	8	...	0	bc	"	29.83	757.7	77	6	...	0	bc
Manila	"	...	...	...	...	...	...	...	"	29.80	757.0	88	6	...	0	b
Legaspi	"	29.78	756.0	98	8	SE	4	bc	"	29.83	757.7	79	6	...	0	bc
Calboyog	"	29.80	757.0	91	8	ENE	2	bc	"	29.81	757.2	81	6	...	0	b
Tacloban	"	29.80	757.0	81	8	...	0	o	"	29.83	757.6	77	8	...	0	o
Iloilo	"	...	...	...	...	...	...	...	"	29.82	757.3	79	8	N	2	o
Cebu	"	29.76	756.0	94	6	NE	4	bc	"	29.81	757.1	81	8	NE	4	bc
Surigao	"	29.74	755.4	91	8	NE	4	bc	"	29.80	757.0	81	8	...	0	bc
Saipan	11.00	29.78	756.5	86	8	E	4	b	5	29.86	758.1	76	...	NE	1	bc
Guam	12.22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yap	11.00	29.81	757.1	...	6	ESE	2	b	4.22	...	...	...	...	...	...	...
Palew	"	29.81	757.2	...	8	ENE	2	p	5	29.83	757.6	...	6	NNE	2	bc
Labuan	14	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
		29.81	757.2	90	1	N	4	b	6	29.82	757.4	80	1	...	...	bc

May 5*d.* 10*h.* 25*m.*—A moderate anticyclone remains central near Tokio and depression is still shown over Indo-China.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·00 inch. Total since January 1, 14.78 inches, against an average of 12.83 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MAY 6.

District.	Forecast.
1.—Formosa Channel 2.—South coast of China between Hong Kong and Lamocks	N.E. winds, moderate.
3.—Hong Kong to Gap Rock 4.—South coast of China between Hong Kong and Hainan	E. winds, moderate; overcast.

T. F. CLAXTON, *Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 5.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.85	29.90	29.81
Temperature	75	76	78
Humidity	85	91	67
Wind—			
Direction	ENE	E	E
Force	3	3	3
Weather	O	OM	BC
Rain	0.00	0.00	0.00

Highest open-air Temperature, 4:76
Lowest open-air Temperature, 5:73

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

From May 6 to 12, 1931.

Days of Week	Date of Month	High Water Hong Kong Standard Time	High Water Height	Low Water Hong Kong Standard Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	6	01 09	4 1	04 34	3 3
		11 25	7 1	19 06	0 7
Thur.	7	02 23	3 9	04 46	3 7
		12 04	7 0	20 15	1 0
Fri.	8	—	—	—	—
		12 44	6 6	21 21	1 3
Sat.	9	—	—	—	—
		13 26	6 2	22 20	1 4
Sun.	10	—	—	—	—
		14 19	5 8	23 09	1 6
Mon.	11	07 40	4 5	10 30	4 3
		15 29	5 3	23 49	1 7
Tues.	12	07 45	4 8	11 47	3 9
		17 05	5 0	—	—

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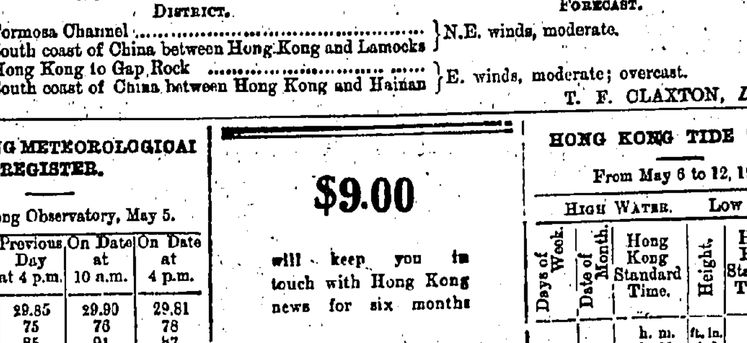

Harbour Call Flags: ENGINEER "K." BOILERMAKER: "V." SHIPWRIGHT: "I."

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Sun., 10th May, at 7 a.m.
	"KWONGSANG"	Wed., 13th May, at 7 a.m.
	"HOPSANG"	Sun., 17th May, at 7 a.m.
	"FOOSHING"	Wed., 20th May, at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Satur., 9th May, at 3 p.m.
	"SUISANG"	Satur., 16th May, at 3 p.m.
	"KUTSANG"	Satur., 6th June, at 3 p.m.
OSAKA via AMOY, S'HAI., MOJI & KOBE	"HOSANG"	Sun., 10th May, at 7 a.m.
	"KUTSANG"	Sun., 17th May, at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"YUENSANG"	Sun., 31st May, at 7 a.m.
SANDAKAN	"HINSANG"	Wed., 13th May, at Noon
	"MAUSANG"	Wed., 27th May, at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHEONGSHING"	Wed., 13th May, at 7 a.m.
	"CHIPSHING"	Thurs., 21st May, at 7 a.m.

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Steamship "GLENIFFER" ... ... 7th June

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENOGLE" ... ... 10th May
Steamship "GLENSHANE" ... ... 24th May
Motor Vessel "GLENAPP" ... ... 12th June
Motor Vessel "GLENSHIEL" ... ... 3rd July

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Freight S.S. "Alster" ... ... departure 12th May
Freight S.S. "Trave"* ... ... departure 19th May
Pass. S.S. "TRIER" ... ... departure 30th May
Freight S.S. "Lahn"* ... ... departure 13th June
Freight S.S. "Main" ... ... departure 27th June
* Calling at London.

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Freight steamers sailing via Singapore and Ports to Marseilles, Oran, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers N. CHINA & JAPAN (Freight strs.

Freight S.S. "Lahn" ... ... due here 15th May
Pass. S.S. "DERFFLINGER" ... due here 1st June
Freight M.S. "Havel" ... ... due here 12th June
Pass. S.S. "SAARBRUECKEN"... due here 1st July
Freight S.S. "Aller" ... ... due here 10th July

HONG KONG—NEW GUINEA

Next sailing to RABAUL, Vunapope, Alexishafen & Madang, S.S. "BREMERHAVEN" on about 6TH MAY, 1931.

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HAIYANG ... ... Tuesday, the 5th May, at 2 p.m.
HAICHING ... ... Friday, the 8th May, at 2 p.m.
HAINING ... ... Tuesday, the 12th May, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) and Return by the same Steamer at the Reduced Rate of $36.00 including Meals while the Steamer is in Port.

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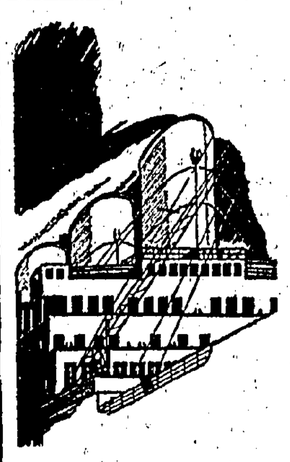

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12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

	Hong Kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Honolulu Leave	Vancouver Arrive
Empress of Russia	May 8	May 11	May 14	May 16	—	May 25
Empress of Japan	May 23	May 26	May 28	May 30	June 5	June 10
Empress of Asia	June 5	June 8	June 11	June 13	—	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 3	July 8
Empress of Russia	July 3	July 6	July 9	July 11	—	July 20
Empress of Japan	July 18	July 21	July 23	July 25	July 31	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	—	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	—	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	—	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	—	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	—	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	—	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	—	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	—	Nov. 22

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

HONG KONG—MANILA

	Leave Hong Kong	Arrive Manila
Empress of Japan ...	May 15	May 17
Empress of Asia ...	May 28	May 30

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TATSUTA MARU ... ... Wednesday, 13th May
ASAMA MARU ... ... Wednesday, 27th May

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIYE MARU ... ... Tuesday, 2nd June
HEIAN MARU ... ... Tuesday, 30th June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
HAKUSAN MARU ... ... Saturday, 16th May
HARUNA MARU ... ... Saturday, 30th May

SYDNEY & MELBOURNE via Manila & Ports.
KITANO MARU ... ... Saturday, 23rd May
ATSUTA MARU ... ... Saturday, 27th June

BOMBAY via Singapore, Penang & Colombo.
IYO MARU ... ... Monday, 11th May
† TOKIWA MARU ... ... Wednesday, 27th May

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
RAKUYO MARU ... ... Saturday, 23rd May

NEW YORK, BOSTON via PANAMA.
† KUMA MARU ... ... Monday, 25th May

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.
† TOYOOKA MARU ... ... Friday, 15th May

CALCUTTA via Singapore, Penang & Rangoon.
† NAGATO MARU ... ... Friday, 8th May
† RANGOON MARU ... ... Friday, 15th May

SHANGHAI, KOBE & YOKOHAMA.
† HAKODATE MARU (Moji direct)... Wednesday, 6th May
KASHIMA MARU ... ... Saturday, 16th May
ATSUTA MARU (Nagasaki direct) Wednesday, 20th May
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To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

G. METZINGER	12th May
SPHINX	26th May
PORTHOS	9th June
CHENONCEAUX	23rd June
ATHOS II	7th July
D'ARTAGNAN	21st July
ANDRE LEBON	4th Aug.
FELIX ROUSSEL	18th Aug.

To Yokohama via Shanghai and Kobe.

PORTHOS	11th May
CHENONCEAUX	25th May
ATHOS II	9th June
D'ARTAGNAN	23rd June
ANDRE LEBON	7th July
FELIX ROUSSEL	21st July
G. METZINGER	4th Aug.
SPHINX	18th Aug.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 16,800 TONS;
THROUGH CARGO
21,600 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports.
British		
Menestheus, Manila	160	1,307
Takada, Amoy	784	586
Hong Kheng, Singapore	770	1,100
Taiyuan, Amoy	300	650
Kiungchow, Hoihow	1,630	—
Kaitangata, Bangkok	2,600	—
	6,204	3,943
American		
Pres. Cleveland, Shanghai	1,640	2,054
	1,640	2,054
German		
Trier, Manila	591	3,499
	591	3,499
Danish		
Niel Maersk, Iloilo	—	6,900
	—	6,900
Italian		
Cracovia, Singapore	400	800
	400	800
Norwegian		
Solna, Shanghai	4,400	—
Hervar, Koshichang	1,950	—
	6,350	—
Japanese		
Kamakura Maru, Singapore	50	2,741
Melbourne Maru, Moji	1,507	1,682
	1,557	4,423
Chinese		
Cheung On, Shanmei	40	—
	40	—
Total	16,681	21,619

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Takada (British) Osaka, Amoy	209
Hong Kheng (British) Rangoon, Singapore	2,184
Taiyuan (British) Shanghai, Amoy	116
Kiungchow (British) Haiphong, Hoihow	193
Cracovia (Italian) Trieste, Singapore	55
Kamakura Maru (Japanese) Yokohama, Moji	120
Total	2,881

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	6	7
American	1	1
German	1	1
Danish	1	1
Italian	1	1
Norwegian	2	2
Japanese	4	3
Chinese	2	1
Portuguese	0	1
Total	18	18

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:—

Wharves:—Kowloon: Shunko Maru, Takada, Baron Blythswood, Pres. Cleveland, Cracovia, Empress of Russia; Douglas Lapraik: Haiyang; Saikong: Sunkong.

Docks.—Kowloon: Limchow; Taikoo: Sai On, Chinhua, Kinshan, Wing Lee, Taiyo Maru, Chenan; Cosmopolitan: Kamo.

Buoys:—A1 Kidderpore, A3 Mexico Maru, A4 Tjilebeet, A5 Cheung Hwah, A6 Takada, A8 Tjikarang, A9 Melbourne Maru, A10 Hong Kheng, A11 Kamakura Maru, A15 Cremer, B1 Chaksang, B3 Kweiyang, B8 Mao Lee, B9 Kiangsu, B14 Kiungchow, B15 Kwangchow, B17 Apoey, B19 Bremerhaven, B23 Amagisan Maru, C1 Hellas, C2 Henri Riviere, C3 Kaitangata, C4 Haldis, C5 Techekam, C6 Hervar.

ARRIVALS.

May 4.

Takada, British str., 6,967 tons, Capt. J. G. Lindon, from Japan, Kowloon Wharf.—M. M. & Co.

May 5.

An Lee, Chinese str., 992 tons, Capt. S. Kato, from Swatow, buoy No. B6.—Yee Tai Hong.

Cracovia, Italian str., 4,565 tons, Capt. Cav. E. Ledo, from Bombay *viâ* Singapore, Kowloon Wharf.—Dodwell & Co.

Empress of Russia, British str., 8,789 tons, Capt. A. J. Hosken, R.N.R., from Manila, Kowloon Wharf.—C.P.S.

Hong Kheng, British str., 3,975 tons, Capt. D. M. Hood, from Singapore, buoy No. A10.—Ho Thong & Co.

Kainpoi, British str., 1,246 tons, Capt. J. Boldwin, from Keelung, Yaumati Anchorage.—Williamson & Co

Kamakura Maru, Japanese str., 3,624 tons, Capt. H. Kannauchi, from Singapore, buoy No. A4.—N.Y.K.

Kidderpore, British str., 3,263 tons, Capt. C. S. D. B. Wright, from Shanghai, buoy No. A1.—M. M. & Co.

Kweiyang, British str., 1,580 tons, Capt. A. Cook, from Hoihow, buoy No. B3.—B. & S.

Melbourne Maru, Japanese str., 3,237 tons, Capt. T. Jaccasawa, from Moji, buoy No. A9.—O.S.K.

Sancho Maru, Japanese str., 694 tons, Capt. M. Tsuge, from Keelung, Yaumati Anchorage.—M.B.K.

Sinkiang, British str., 1,616 tons, Capt. F. Gibbs, from Canton, buoy No. B20.—B. & S.

Tjikarang, Dutch str., 3,064 tons, Capt. Hopman, from Manila, buoy No. A8.—J.C.J.L.

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Steamship	Tons.	From Hongkong (about)	Destination
§"KIDDERPORE	5,334	6th May, Noon	Straits, Colombo & Bombay.
†"KALYAN"	9,144	9th May	Marr., L'don., Hull, R'dm. & A'werp
"ALIPORE"	5,273	20th May	Straits, Colombo & Bombay.
"COMORIN"	15,132	23rd May	Bombay, Marseilles and London.
"BURDWAN"	—	30th May	[Mars., L'don., Hull, H'bg., R'dm. & A'werp.
†"KASHMIR"	8,985	6th June	Mars., L'don., Hull, R'dm. & A'werp
"BANPURA"	16,601	20th June	Bombay, Marseilles & London.
†"KASHGAR"	9,005	4th July	Mars., L'don., R'dm. & A'werp
"RAWALPINDI"	16,619	18th July	Bombay, Marseilles & London.
"PERIM"	7,648	25th July	Marseilles and London.
†"KHYBER"	9,114	1st Aug.	Mars., L'don., R'dm. & A'werp.
"SOMALI"	—	8th Aug.	[Mars., L'don., Hull, H'bg., R'dm. & A'werp
"RAJPUTANA"	16,568	15th Aug.	Bombay, Marseilles and London.
"PADUA"	5,499	22nd Aug.	[Mars., L'don., Hull, H'bg., R'dm. & A'werp
†"KARMALA"	9,128	29th Aug.	Marseilles and London.
"CATHAY"	15,121	12th Sept.	Bombay, Marseilles & London
"SOUDAN"	—	19th Sept.	[Mars., L'don., Hull, H'bg., R'dm. & A'werp
†"KALYAN"	9,144	26th Sept.	Marseilles and London.
"MANTUA"	10,946	10th Oct.	do.
"BURDWAN"	—	17th Oct.	[Mars., L'don., Hull, H'bg., R'dm. & A'werp.
†"KASHMIR"	8,985	24th Oct.	Marseilles and London.
"NALDERA"	16,088	7th Nov.	Bombay, Marseilles and London.
"MACEDONIA"	11,120	21st Nov.	Marseilles and London.

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"SIRDHANA"	7,745	14th May	do.
"TILAWA"	10,006	30th May	do.
"SANTHIA"	7,754	19th June	do.
"TALMA"	10,000	23rd June	do.

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"ST. ALBANS"	4,500	1st July	
"NELLORE"	6,853	31st July	

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"TILAWA"	10,006	8th May, 7 a.m.	Amoy, S'hai., Moji, Kobe & Osaka.
"KASHMIR"	8,985	8th May, Noon	S'hai., Moji, Kobe & Yokohama.
"TANDA"	6,956	9th May, 2 p.m.	S'hai., Moji, Kobe, Osaka & Y'hama.
"RANPURA"	16,601	22nd May	Shanghai, Kobe & Yokohama.
"SANTHIA"	7,754	25th May	Amoy, Moji, Kobe & Y'hama.
"TALMA"	10,000	4th June	Amoy, Moji, Kobe & Osaka.
"KASHGAR"	9,005	5th June	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	5th June	S'hai., Moji, Kobe, Osaka & Y'hama.
*"PERIM"	7,648	10th June	S'hai., Kobe & Yokohama.
"TAKADA"	6,949	18th June	Amoy, Moji, Kobe & Osaka.
"RAWALPINDI"	16,619	19th June	S'hai., Kobe & Yokohama.
*"SOMALI"	—	27th June	do.
"SIRDHANA"	7,745	2nd July	Amoy, Moji, Kobe & Osaka.
"KHYBER"	9,114	3rd July	S'hai., Moji, Kobe & Yokohama
"NELLORE"	6,853	6th July	S'hai., Moji, Kobe, Osaka & Y'hama
"TILAWA"	10,006	16th July	Amoy, Moji, Kobe & Osaka.
"RAJPUTANA"	16,586	17th July	S'hai., Kobe & Yokohama.
"SANTHIA"	7,754	30th July	Amoy, Moji, Kobe & Osaka.
"KARMALA"	9,128	31st July	S'hai., Moji, Kobe & Yokosama.
*"NANKIN"	7,058	1st Aug.	Shanghai, Kobe & Yokohama.
*"SOUDAN"	—	8th Aug.	do.
"CATHAY"	15,121	14th Aug.	do.
"KALYAN"	9,144	28th Aug.	S'hai., Moji, Kobe & Y'hama
"MANTUA"	10,946	11th Sept.	do.
"KASHMIR"	8,985	25th Sept.	do.
"NALDERA"	16,088	10th Oct.	S'hai., Kobe & Yokohama.
"MACEDONIA"	11,120	24th Oct.	Shanghai, Moji, Kobe & Y'hama.
"RAJPUTANA"	16,568	7th Nov.	S'hai., Kobe & Yokohama.

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Hong Kong, 1st May, 1931. [26

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Hong Kong, 16th July, 1930. [2

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C. L. SANDES,
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Issued	,,	$8,000,000
Paid-up	,,	$4,000,000
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A. LECOT,
Manager.

Hong Kong, 2nd May, 1929. [32

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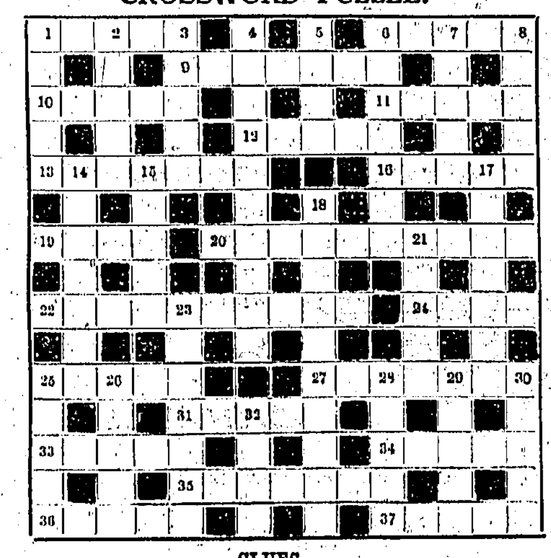
Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, April 11, 1931. [35

CROSSWORD PUZZLE.



CLUES.

Across.

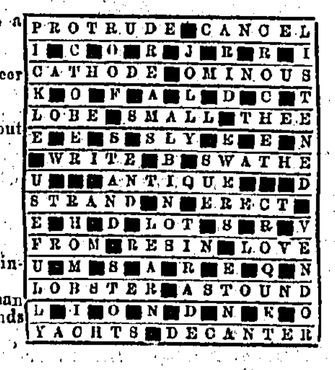
1.—Sounds like suitable sells for swindlers.
6.—The man who can never find time for anything.
9.—Where the working-man can quench his thirst.
10.—You could go for a ride on the animal, but, being so near its head see that this doesn't bite you.
11.—Haughty.
12.—This poor girl is always more or less angry, but she can't help it.
13.—No river rises in this watershed.
16.—As, for example, to endeavour.
19.—Bring the bats back, and have a cut at it.
20.—Throws off many a jingle, though no rhymester.
22.—Although altogether irregular, this is instinctive as regards its ends.
24.—These are decided helps.
25.—These are our fuel.
27.—Zola was, but the artist who would only paint seascapes in water-colours carried the thing a bit too far.
31.—A lover.
33.—Stir up, or back, and use a good deal.
34.—A glowing coal.
35.—This boat carries a queer crew.
36.—Put forth.
37.—Read most of this, and put your foot down.

Down.

1.—Merely cocoa.
2.—Slander in writing.
3.—See the cat climbing up inside this chimney.
4.—As a rule, we have more than this of rain when both ends meet.
5.—When you've finished your sulk, you can make a poem.
6.—Thurn each little devil round and charge with crime.
7.—A postscript to a game of cards indicates branch lines.
8.—Rosy.
14.—Severe.
15.—Simple in colour, and not without honour in the Southern Railway.
17.—Refers to.
18.—More drink! Dear, dear! It certainly leads to acridity.
21.—There's some point in this quarrel.
23.—Cut up, this faction—as Sambo might put it.
25.—Plunge in.
26.—Sharp, so don't forget, it can give you a cut.
28.—Still more drink! Start with it, and keep your eye open.
29.—Saturate.
30.—Weary, but full of wrath.
32.—This flower comes to a curious end.

The solution will be published tomorrow.

YESTERDAY'S SOLUTION.



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